



PUBLIC WORKS COMMITTEE AGENDA

February 25, 2025 at 5:00 PM

**City Hall, 3rd Floor - Council Chambers, 828 Center Avenue,
Sheboygan, WI**

It is possible that a quorum (or a reverse quorum) of the Sheboygan Common Council or any other City committees/boards/commissions may be in attendance, thus requiring a notice pursuant to State ex rel. Badke v. Greendale Village Board, 173 Wis. 2d 553,494 N.W.2d 408 (1993).

Persons with disabilities who need accommodations to attend this meeting should contact the Department of Public Works at 920-459-3440. Persons other than council members who wish to participate remotely shall provide notice to the Public Works Department at 920-459-3440 at least 24 hours before the meeting so that the person may be provided a remote link for that purpose.

OPENING OF MEETING

1. Call to Order
2. Roll Call

Chair Dekker may attend meeting remotely
3. Pledge of Allegiance
4. Introduction of Committee Members and Staff

MINUTES

5. Approval of Minutes: February 11, 2025

ITEMS FOR DISCUSSION & POSSIBLE ACTION

Open to public discussion - limit of three minutes per person with comments pertaining to items on the agenda.

6. Res. No. 156-24-25 / A resolution approving an Evergreen Park Trail Assessment and Trail Improvement Concept Plan.
7. Res. No. 164-24-25 / A resolution authorizing the purchasing agent to issue a purchase order for the purchase and installation of laboratory cabinets, countertops, and related equipment for the upgrade and improvement of the laboratory at the Wastewater Treatment Plant.
8. Res. No. 167-24-25 / A resolution authorizing execution of a Wetland Credit Agreement and Affidavit of Credit Purchase on behalf of the City regarding the purchase of wetland credits at the Gartman subdivision project.
9. Res. No. 169-24-25 / A resolution vacating and discontinuing portions of North Commerce Street in the City of Sheboygan.

NEXT MEETING DATE

10. Next Regular Meeting Date: March 11, 2025

ADJOURNMENT

11. Motion to adjourn

In compliance with Wisconsin's Open Meetings Law, this agenda was posted in the following locations more than 24 hours prior to the time of the meeting:

*City Hall • Mead Public Library
Sheboygan County Administration Building • City's website*

CITY OF SHEBOYGAN
PUBLIC WORKS COMMITTEE MINUTES
Tuesday, February 11, 2025

COMMITTEE MEMBERS PRESENT: Chair Dean Dekker, Vice Chair Angela Ramey, Alderperson Daniel Peterson, Alderperson John Belanger

COMMITTEE MEMBERS EXCUSED: Alderperson Zach Rust

STAFF/OFFICIALS PRESENT: Alderperson Joe Heidemann, Director of Public Works Travis Peterson, City Engineer Kevin Jump, Superintendent of Streets & Sanitation Joel Kolste, Superintendent of Parks & Forestry Joe Kerlin, Marina Manager Nick Warminsky, Maywood Director Kendra Kelling, Deputy City Attorney Liz Majerus, WSCS Program Director Scott Mealiff, Administrative Clerk Stacy Weseljak

OTHERS PRESENT: Bryan Kelly, Randy Meyer, Judd Baumann, Julie Phelps, Robert Lyons, Jessica Wiegand, Linda Palecek, Jim Palecek, Nathaniel Darling, Steve Jorgensen, Brian Wells, and Tracy Brunette

OPENING OF MEETING

1. Call to Order

Chair Dean Dekker called the meeting to order at 5:30 pm

2. Roll Call
3. Pledge of Allegiance

The Pledge of Allegiance was recited.

4. Introduction of Committee Members and Staff

MINUTES

5. Approval of Minutes: January 28, 2025

MOTION TO APPROVE MINUTES FROM JANUARY 28, 2025

Motion made by Alderperson Belanger, Seconded by Vice Chair Ramey.

Voting Yea: Chair Dekker, Vice Chair Ramey, Alderperson Peterson, Alderperson Belanger

ITEMS FOR DISCUSSION & POSSIBLE ACTION

6. Res. No. 154-24-25 / A resolution authorizing the Harbor Centre Marina Harbormaster to establish and manage a Rewards Program.

MOTION TO RECOMMEND THE COMMON COUNCIL ADOPT THE RESOLUTION

Motion made by Alderperson Belanger, Seconded by Vice Chair Ramey.

Voting Yea: Chair Dekker, Vice Chair Ramey, Alderperson Peterson, Alderperson Belanger

7. Res. No. 155-24-25 / A resolution authorizing the Department of Public Works to donate a Peace Tree sign to the Sheboygan County Museum.

MOTION TO RECOMMEND THE COMMON COUNCIL ADOPT THE RESOLUTION

Motion made by Alderperson Belanger, Seconded by Alderperson Peterson.

Voting Yea: Chair Dekker, Vice Chair Ramey, Alderperson Peterson, Alderperson Belanger

8. Res. No. 156-24-25 / A resolution approving an Evergreen Park Trail Assessment and Trail Improvement Concept Plan.

MOTION TO TABLE THE RESOLUTION

Motion made by Vice Chair Ramey, Seconded by Alderperson Peterson.

Voting Yea: Chair Dekker, Vice Chair Ramey, Alderperson Peterson

9. Res. No. 158-24-25 / A resolution authorizing Lakeshore Child Advocacy Center to sublease a portion of their office space within Uptown Social senior community center located at 1817 N. 8th Street, Sheboygan, to CASA Sheboygan.

MOTION TO FILE THE RESOLUTION

Motion made by Vice Chair Ramey, Seconded by Alderperson Peterson.

Voting Yea: Chair Dekker, Vice Chair Ramey, Alderperson Peterson, Alderperson Belanger

NEXT MEETING DATE

10. Next Regular Meeting Date: February 25, 2025

ADJOURNMENT

11. Motion to adjourn

MOTION TO ADJOURN AT 6:06 PM

Motion made by Alderperson Belanger, Seconded by Vice Chair Ramey.

Voting Yea: Chair Dekker, Vice Chair Ramey, Alderperson Peterson, Alderperson Belanger

AGENDA ITEM MEMORANDUM

DATE: 2/20/2025

TO: Public Works Committee

FROM: Joe Kerlin, Superintendent of Parks

SUBJECT: Resolution 156-24-25 – Evergreen Park Trail Concept Plan

ISSUE

Should the Public Works Committee recommend approval of the Evergreen Trail Concept Plan?

STAFF RECOMMENDATION

Staff recommends approval of Evergreen Trail Concept Plan.

BACKGROUND/DISCUSSION

Evergreen Park has a deep history of bike trail use dating back to the 1990s. Fatkats, a local trail association of the time, hosted WORS races for many years hosting hundreds of racers per event. The single tracks existing in the park today were hand-built by volunteers for those races and local riders to enjoy.

In 2019 Carl Martens, original owner Aventuron in Sheboygan contributed \$8,000 and raised another \$1,000 to bring in IMBA to do an initial trail inventory of the Evergreen, Maywood and Jaycee Parks. The trail assessment/inventory shows all the trails in the three parks.

Sheboygan County Cycling (SCC) has picked up where Carl left off, contracting with IMBA to provide a conceptual plan for future improvements and the complete inventory of the trails and conditions. Without a trail association, the trails in the park turned into a spider web of trails from riders riding wherever they want to go. SCC has a great website; they are educators for trail riders, and they hold workdays for the improvement of the trails and the park.

SCC's report will involve trail assessment, Community input, what they have to offer to improve the trails in the park, how trails coexist with the environment, and how biking is used as another way for people to become more active and enjoy nature.

The concept provided will only include Evergreen Park and offer an idea of what can be done. This resolution is only for the approval of the concept plan. The group will need to ask for approval before making any changes that would be outside of normal trail maintenance and improved signage.

FUNDING IMPACT

At this time there has been little funding provided by the City. The City has put in their five-year plan that it would look for grant money to support the project up to \$50,000 in 2025 and 2026. There are no funds provided by the City for ongoing maintenance. This would be provided by SCC.

IF APPROVED, NEXT STEPS:

Upon approval of the concept plan, SCC and I would meet with the City's purchasing agent to discuss the next steps of design-bid for portions of the concept.



DEPARTMENT OF
PUBLIC WORKS

2026 NEW JERSEY AVE.
SHEBOYGAN, WI
53081

920/459-3440
sheboyganwi.gov

**CITY OF SHEBOYGAN
RESOLUTION 156-24-25**

BY ALDERPERSONS DEKKER AND RAMEY.

FEBRUARY 3, 2025.

A RESOLUTION approving an Evergreen Park Trail Assessment and Trail Improvement Concept Plan.

WHEREAS, City staff has worked with the Sheboygan County Cycling (“SCC”) club, which hired International Mountain Bicycling Association Trails Solution (“IMBA”) to inventory current conditions and prepare a conceptual design plan for Evergreen Park in order to guide the City and SCC with future trail development in the park; and

WHEREAS, IMBA solicited feedback from relevant stakeholders and the public, which was considered in developing the design plan; and

WHEREAS, following site visits, mapping, and stakeholder and public input, IMBA developed the attached Evergreen Park Trail Assessment and Trail Improvement Concept Plan to optimize natural resource protection, park user safety, and skills development opportunities, which City staff has reviewed and supports; and

WHEREAS, by approving the design plan, City staff will be able to explore funding opportunities and to partner with outside groups for cohesive park improvements and donations.

NOW, THEREFORE, BE IT RESOLVED: That the Common Council approves the Evergreen Park Trail Assessment and Trail Improvement Concept Plan.

PASSED AND ADOPTED BY THE CITY OF SHEBOYGAN COMMON COUNCIL

_____.

Presiding Officer

Attest

Ryan Sorenson, Mayor, City of Sheboygan

Meredith DeBruin, City Clerk, City of Sheboygan

EVERGREEN PARK TRAIL ASSESSMENT

Item 6.

SHEBOYGAN, WI
SPRING 2024



ACKNOWLEDGMENTS

PREPARED FOR:
THE CITY OF SHEBOYGAN PUBLIC WORKS AND
SHEBOYGAN COUNTY CYCLING

CITY OF SHEBOYGAN
PUBLIC WORKS



PREPARED BY:
INTERNATIONAL MOUNTAIN BICYCLING ASSOCIATION –
TRAIL SOLUTIONS



TABLE OF CONTENTS

IMBA TRAIL SOLUTIONS 1

PROJECT BACKGROUND 2

TRAIL NETWORK OVERVIEW 4

TRAIL ASSESSMENT 5

FINDINGS 7

COMMUNITY ENGAGEMENT 9

TRAIL NETWORK VISION 12

RECOMMENDED PHASING 14

IMPLEMENTATION AND NEXT STEPS 20

CONCLUSION 21

APPENDIX A: ASSESSMENT TABLES 22

APPENDIX B: ESRI STORYMAP 48

APPENDIX C: SURVEY COMMENTS 61

IMBA TRAIL SOLUTIONS

IMBA Trail Solutions is the international leader in developing trails, with experience in over 1000 projects in North America, Europe, and Asia. Our staff excels at planning, design, and construction of trail systems that provide high-quality experiences for local riders and destination visitors while simultaneously minimizing environmental impacts.

IMBA Trail Solutions is a fee-for-service based arm of the International Mountain Bicycling Association (IMBA), a 501(c)(3) nonprofit organization. IMBA’s mission is to create, enhance, and protect great places to ride mountain bikes. Based in Boulder, Colorado, and with staff distributed across the country and the world, IMBA meets its goal to create great mountain bike experiences through its Trail Solutions program. IMBA Trail Solutions employs approximately twenty professional trail planners and builders. In addition to being industry professionals and exceptional mountain bike riders, IMBA Trail Solutions staff hold a broad base of applicable skills and knowledge from planning, landscape architecture, and environmental sciences to GIS systems, CAD, and graphic design.

Our wealth of experience has allowed us to develop the gold standard guidelines for the creation of both sustainable and enjoyable singletrack trails. These guidelines have influenced all major federal land management agencies and a large number of state and local parks departments. We pride ourselves on the positive experiences IMBA Trail Solutions has provided to the millions of active trail users around the world and on the economic independence that communities have achieved through the development of destination trail systems.



PROJECT BACKGROUND

The City of Sheboygan and Sheboygan County Cycling partnered with IMBA Trail Solutions to (1) perform a detailed assessment of existing trails in Evergreen Park, Jaycee Quarry Park, and Maywood Environmental Park, (2) engage in community outreach and visioning, and (3) provide recommended improvements that align with stakeholder goals. This effort builds off of IMBA Trail Solutions’ 2021 Evergreen Park Concept Plan, which provided a high-level park plan for the City of Sheboygan. The following document provides key takeaways from desktop analyses and site assessment performed in October 2023 along with a phased vision for the future of these parks.

Located three miles northwest of downtown Sheboygan, the city-owned parks provide a variety of outdoor opportunities to nearly 50,000 community members. Evergreen Park is a forested, shared-use city park, offering a state-of-the-art playground, rental shelters, picnic pavilions, and over six miles of natural surface trails for bikers, hikers, birdwatchers, and others. The park hosts the highly-attended Making Spirits Bright holiday light show annually from November 21 through December 31 along the park’s paved perimeter loop. Evergreen Park has decades of mountain bike history dating back to the early 90s when it began hosting the final races in the annual Wisconsin Off-Road Series.

Neighboring to the east of Calumet Drive, Jaycee Quarry Park features a disc golf course, a beach and swimming area in an old limestone quarry, and a few miles of shared-use trails along the Pigeon River. To the west of Evergreen Park, Maywood Environmental Park features various habitats and wildlife viewing opportunities, with year-round outdoor education programming and events. While Maywood trails can be used to access Evergreen Park, they are not designed for mountain biking and several sections are designated as hike-only trails.



Desktop Analysis

Prior to the on-site visit, IMBA Trail Solutions staff worked with the City of Sheboygan and Sheboygan County Cycling to collect geospatial data for basemap development and desktop analysis. Datasets included:

- Digital Elevation Models (DEM)
- Aerial Imagery
- Park Boundaries and Infrastructure
- Hydrology and Wetlands Data
- Soil Data
- Trail Alignments

IMBA Trail Solutions processed high-resolution DEM data to produce two-foot contours and a slope analysis map to gain a better understanding of topography. Utilizing these datasets, IMBA Trail Solutions staff generated custom georeferenced maps and loaded them into Avenza Maps for fieldwork.



Contours and slope maps were generated to visualize and analyze park terrain.

Field Data Collection

IMBA Trail Solutions staff rode and walked each trail in the three parks, making frequent stops to assess trail conditions and collect GPS point data with detailed field notes. Each trail was given a qualitative rating for Condition and Character on a one-to-five scale, one being poor, and five being exceptional. Condition ratings are based on the assessment of factors such as trail grade sustainability, degree of erosion, proper drainage location, quality of feature construction, and ease of wayfinding. Character ratings are evaluations of trail experience tailored to each trail type and skill level. Notes and images record assessment findings; each of these were grouped into general categories and post-processed for ESRI StoryMaps, printed maps, report documentation, and trail database refinement. All assessment data is geospatially referenced and available via ESRI shapefile or KML.



All shared-use trails in Evergreen Park and its two neighboring parks were assessed by IMBA Trail Solutions staff.

TRAIL NETWORK OVERVIEW

A trail network assessment was performed on October 4-6, 2023, with a review of the trail amenities, trailhead, signage, and nearly fifteen miles of trails in Evergreen, Maywood Environmental, and Jaycee Quarry Parks. During the time of assessment, there were few other users riding the trails. The local National Interscholastic Cycling Association (NICA) group held afternoon practice sessions, which brought nearly 20 riders to the trails. Hikers and dog walkers were occasionally encountered on the trails throughout the three-day visit. Weather conditions were excellent for the full duration of the visit with mild temperatures and no rain.

Parking and Trailhead

Evergreen Park, Maywood Environmental Park (Maywood), and Jaycee Quarry Park (Quarry) each have parking areas with trails connecting the parks. Maywood has parking near its Ecology Center on the north of Pigeon River, where the trails are open to hiking only. A bridge crosses the Pigeon River to connect to the southern shared-use portion of the Maywood property. Evergreen Park has three main parking areas: One in the southeast corner near the playground and two adjacent to Calumet Drive along the paved perimeter loop. Some of this parking is closed leading up to the Making Spirits Bright holiday light show for park preparation. The Quarry parking lot is the largest among the three parks; mountain bikers most commonly use this lot to access the trail system.

Although parking is ample, the parks lack a central trailhead location, information kiosk, and trail map for hikers, bike riders, and other users to learn about the trail network, plan routes, and gather for group outings. These amenities are key to trail network success. The City of Sheboygan and Sheboygan County Cycling have plans underway to develop a trailhead and hub locations for Evergreen Park.

Wayfinding and Signage

One of the most obvious shortcomings of the Evergreen Park trail network, as identified in the 2021 Evergreen Park Concept Plan, is a lack of clear signage and wayfinding throughout the tightly-packed, complex network of trails that span Evergreen, Maywood, and Quarry parks. This has caused the formation of many off-trail social paths, further complicating the trail layout. As reported in community surveys and anecdotal conversation, trail users, especially newcomers and those unfamiliar with the trail layout, frequently get lost in these parks due to the sparse signage in the trail network. This is not only frustrating for hikers and bike riders, but it also potentially dangerous, even in a suburban city park environment.

A main priority for Sheboygan County Cycling is establishing a designated route through the trail network with clear signage. In Winter-Spring 2024, the group plans to install wayfinding posts and indicators along designated trails, providing users with an easily navigable route through the park.



Example of a central trailhead with an informative kiosk and trail map in Heritage Park, Slinger, WI.

TRAIL ASSESSMENT

IMBA Trail Solutions Staff performed on-site trail assessment for each of the shared-use natural surface trails in Evergreen, Maywood, and Quarry Park. Assessment findings were grouped into the following six categories:

Fall Line



Sustainable trail design includes a variety of researched and time-tested trail design and construction principles. One of the keys to trail sustainability is working with the contours of the land and avoiding trail grades that exceed half the grade of the hillside. Trails that do exceed half the side slope are considered fall line trails, which introduce a host of potential issues. Fall line trails are susceptible to major erosion and rutting as water flows down the trail tread instead of sheeting across.

Duplicative Trails



Dense trail networks may further complicate user navigation and have more significant ecological impacts on fragile environments. In some parks, new trails emerge from the landscape seasonally as users – sometimes intentionally – forge new paths through the forest. Many of these trails parallel existing trails, adding unnecessary complexity to the trail network and causing greater environmental impacts.

Hazard



Trail hazards are things that are particularly dangerous for trail users. These may include fallen trees, broken bridges, or trail features in disrepair. Hazards are specifically called out in assessment maps.

Wet



Wet areas of a trail are caused by a variety of reasons, including tread drainage issues (tread cupping, lack of tread outslope, lack of grade reversals) and geological issues (seeps, wetlands, and poorly drained soils). Wet areas result in trail widening as users attempt to navigate around the water, causing additional erosion. Wet areas may be avoided by locating trails on suitable terrain and constructing trails with proper drainage.

Overgrown

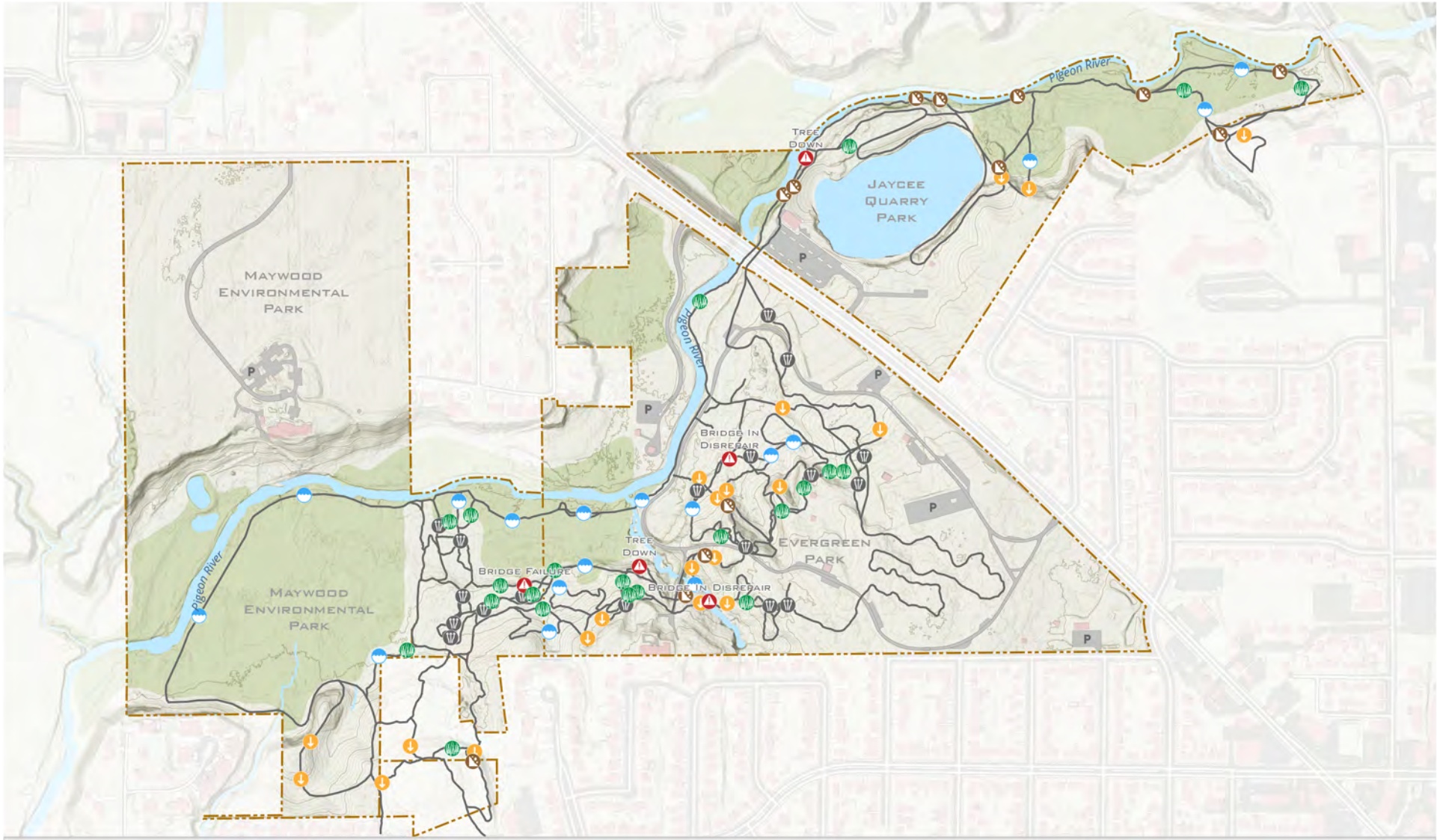


Trails require frequent maintenance; the recommended maintenance interval varies by region, landcover type, and use intensity. In some instances, overgrown trails are simply past-due for a seasonal cleanup. In other instances, overgrown trails are the result of infrequent use and are all but closed to hikers, riders, and other users. In the latter scenario, the trails should be considered for official decommissioning with a revegetation effort.

Tread Erosion



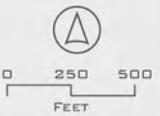
There are many common symptoms of tread erosion including tread cupping, significant rutting, and exposed roots that become more apparent over time. Trails that traverse steep drainages or that are located along flowing bodies of water are particularly susceptible to major erosion. In many cases, trail tread should be rock-armored if drainage crossings are unavoidable. Trails next to streams or rivers should be strategically located to avoid cut banks (the outer edge of a stream bend, which is expected to migrate further outwards over time). Trail tread located near a cut bank is likely to become undercut by the stream.



TRAIL ASSESSMENT

EVERGREEN PARK | SHEBOYGAN, WI | SPRING 2024

- PROJECT AREA
- WETLANDS
- EXISTING TRAILS
- ! FALL LINE
- DUPLICATIVE TRAILS
- ! HAZARD
- ! WET
- ! OVERGROWN
- ! TREAD EROSION



FINDINGS

Evergreen Park, Jaycee Quarry Park, and Maywood Environmental park are considered gems to Sheboygan, Wisconsin – home to diverse wildlife, beautiful trees, and undulating terrain along the Pigeon River. The detailed trail analysis performed by IMBA Trail Solutions revealed some challenges resulting from a lack of clear signage and up-front trail network planning, but there are excellent opportunities to improve the trail network and complement the parks' natural environments. The full list of assessment notes can be found in Appendix A.

Evergreen Park

Evergreen Park features some excellent terrain above the floodplains and wetlands of the Pigeon River. The trails in this park are often difficult to navigate with many overlapping and crisscrossing trail alignments through the forest. Some of the segments are seemingly abandoned, but without clear signage, it is difficult to decipher between closed and open trails. Fall line segments are common throughout Evergreen, which often correlated with eroding trail tread. Additionally, wet segments are mostly found in the low-lying wetlands or drainage crossings. The bridges within the trail network are in great disrepair, and many downed trees as a result of storms in past years.

The assessment findings suggest the need for significant trail reroutes and tread establishment. Overall, there are few site constraints throughout the park with many opportunities for updated bike-specific, hike-only, and shared-use trails and amenities that align with community and stakeholder goals. Following this site assessment, conceptual zones were drafted for Evergreen Park to demonstrate the upgraded trail potential of the area. These zones and supporting documentation were presented in a StoryMap and included in a community engagement survey.



Many trees in Evergreen Park were felled by severe winds in June of 2022.



Damaged and downed bridges were documented as part of the assessment process.

Maywood Environmental Park

Maywood Environmental Park is bisected east-to-west by the Pigeon River. The north side includes hike-only trails and facilities and was not included in this assessment; the south side has shared-use trails (available for hiking, biking, and cross-country skiing). Over 60% of the shared-use south side of Maywood is delineated wetlands. About one mile of shared-use trail is located on the ten acres of elevated terrain near the southern border of the Maywood parcel.

This area provides great extended trail mileage for hikers and riders, but there are limited opportunities for additional trail development due to nearby private parcels that hinder connectivity with the remainder of the trail network. Some tread improvements may be made to the existing trail to decrease the number of eroding fall line segments. Turns and gentler slopes may be constructed to climb and descend the steeper hillsides in a more sustainable manner. Trails on flat, grassy areas may be elevated to prevent water from gathering on the trail surface.

Jaycee Quarry Park

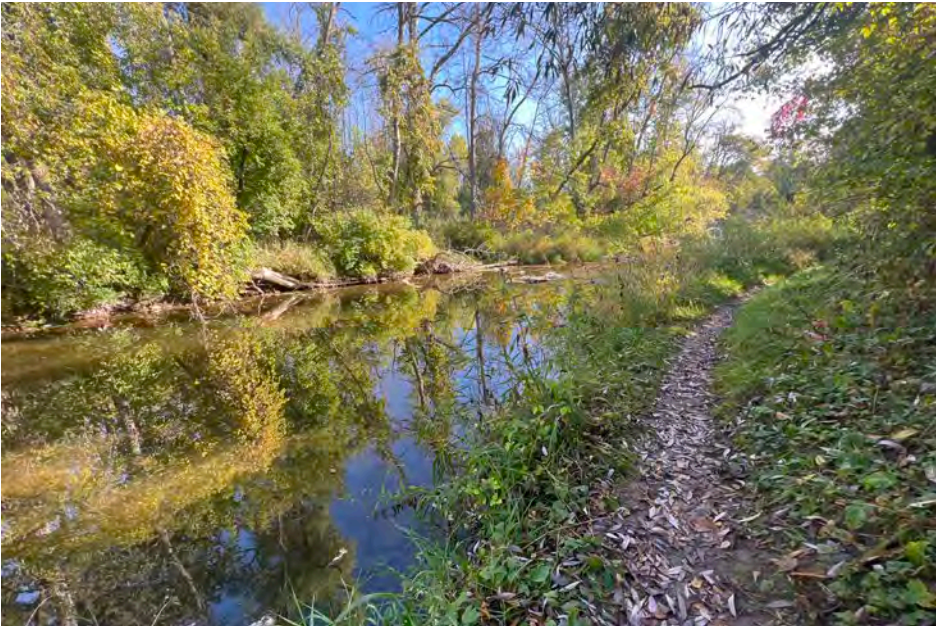
Jaycee Quarry Park has a wide range of groups that frequently use the park. The quarry lake itself includes a sandy beach and a summer inflatable water adventure park. In addition, a 20-hole disc golf course covers most of the park property. Finally, A few miles of shared-use trail hug along the Pigeon River, property boundaries, and the perimeter of the Quarry. Dog walkers frequently use these trails as well.

Many of the segments of trail in Jaycee Quarry Park suffer from significant tread erosion resulting from trails located too close to the Pigeon River without reinforcement measures in place. The eastern portion of the property is mostly delineated wetlands, so soils are frequently wet, flooded, and poorly drained.

Similar to Maywood, this park provides great extended mileage for users, but due to site constraints, new trail development in this park is not advisable. Efforts may be focused on improving the existing tread to avoid further erosion.



Mowed grassy paths through the low-lying areas of Maywood Environmental Park.

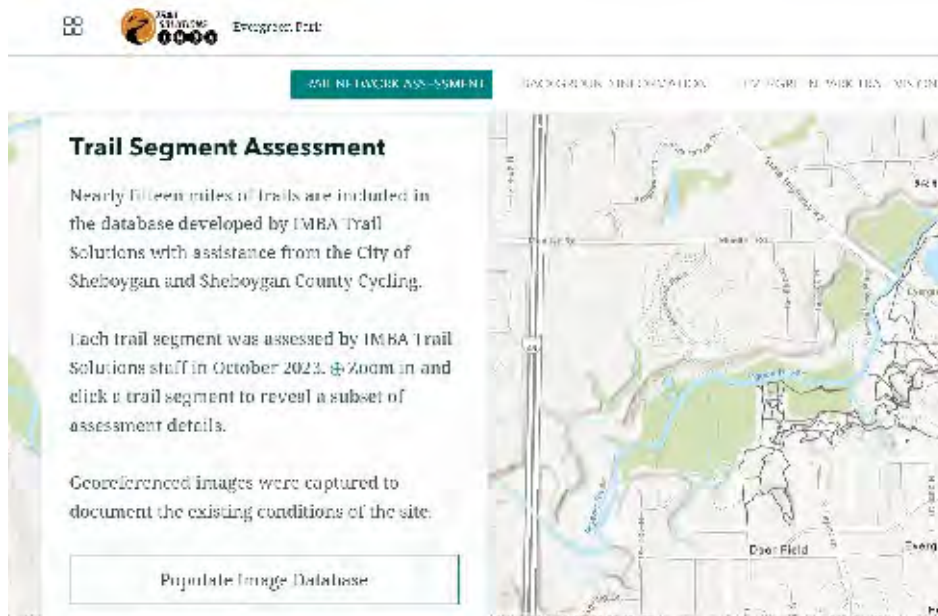


Trails in Jaycee Quarry Park provide beautiful views of the Pigeon River, but are subjected to higher rates of erosion.

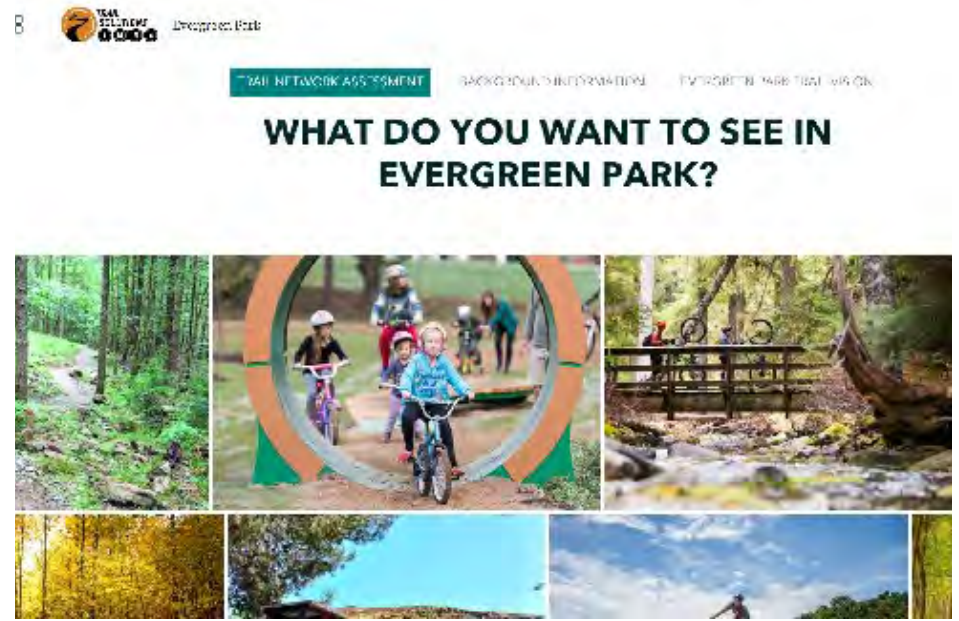
COMMUNITY ENGAGEMENT

Findings from this trail assessment were compiled and informed a preliminary, high-level vision for Evergreen Park. All of this data and information was shared publicly via an online ESRI StoryMap (Appendix B) and included in community outreach efforts carried out by Sheboygan County Cycling. Feedback on the assessment and the high-level vision for Evergreen Park was gathered through an online survey (January 2-16, 2024) and an in-person meeting held at the Mead Public Library in Sheboygan (January 24, 2024). The full list of survey comments can be found in Appendix C.

Outcomes from community engagement demonstrated a clear priority to maintain the forested natural environment of Evergreen Park with desires for new hike-only trails and bike-specific trails and amenities.



An ESRI StoryMap was built to provide context for the IMBA Trail Solutions assessment process.



Community members were asked to envision the future of Evergreen Park.

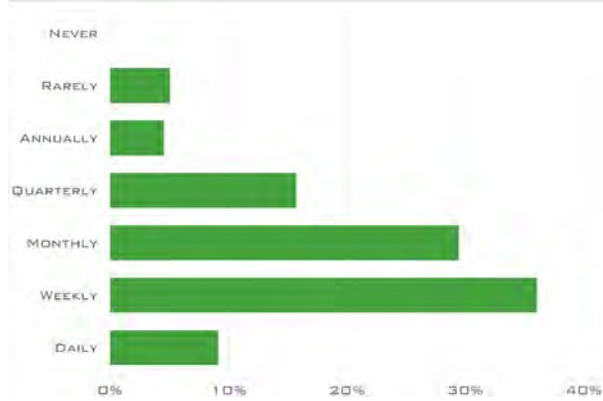


Feedback was gathered through an online survey hosted by IMBA Trail Solutions.

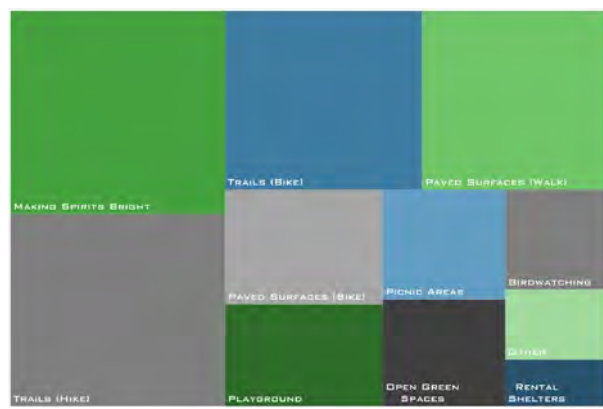
COMMUNITY SURVEY RESULTS

197 ONLINE SURVEY RESPONSES

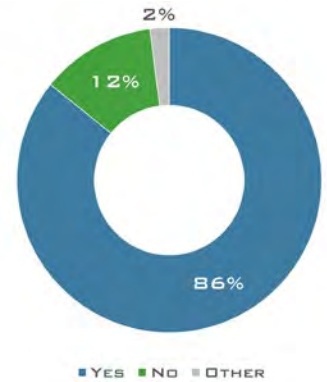
VISITATION FREQUENCY



HOW DO YOU USE THE PARK?



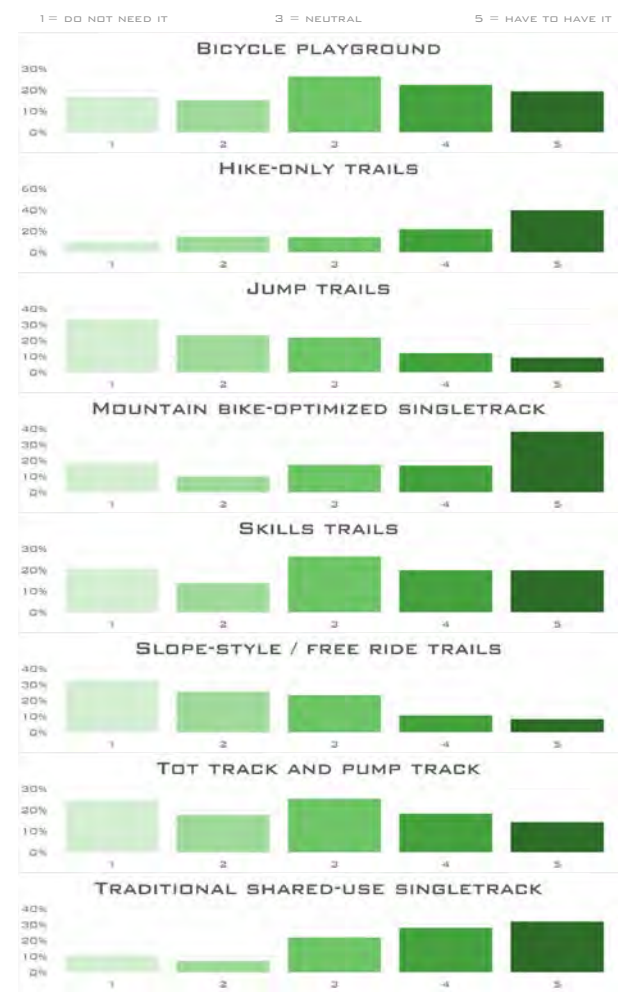
DO YOU RIDE BIKES?



WHERE DO YOU RIDE?



RANK TRAIL AND AMENITY TYPES



SAMPLE COMMENTS

1. I APPRECIATE THIS GROUP TAKING INTEREST IN THE PARK AND WANTING TO DO GOOD FOR THE COMMUNITY. I RECOGNIZE THAT BIKING EVENTS BRING NEW PEOPLE TO THE AREA AND SPEND THEIR FUN MONEY HERE WHILE VISITING. I TAKE ISSUE WITH ONE GROUP TAILORING A PUBLIC AREA FOR THEIR USE. I ALSO RECOGNIZE THAT THIS IS A GREEN SPOT WHERE ANIMALS TAKE REFUGE. WHEN JACYEES SHUTS THE PARK FOR THE LIGHT SHOW, IT'S FOR THE GOOD OF THE COMMUNITY BY RAISING FUNDS AND FOOD FOR THE DISADVANTAGED. WHEN BIKERS OR BIKING EVENTS HAPPEN, IT MAY FEED THEIR SOULS AND DROP SOME CHANGE, BUT THAT'S ABOUT IT. SEEMS A BIT SELF ABSORBED. I'M A WALKER. THERE'S BEEN MORE THAN ONE TIME THAT I'VE ALMOST BEEN RUN OVER BY A BIKER CROSSING A PAVED AREA TO CONTINUE ON THEIR TRAIL. EVERGREEN PARK NEEDS TO BE CLEANED UP OF DEAD TREES. THE TRAILS INSIDE THE WOODS NEEDS A REFRESH, BUT A FEW OF THESE IDEAS GO A BIT TOO FAR. EVERGREEN IS A TREASURE. IT NEEDS TO STAY A TREASURE FOR ALL RESIDENTS. BIKERS ARE A SMALL GROUP OF THOSE RESIDENTS.

2. MOST IMPORTANT TO ME IS TO RE-ROUTE / MAINTAIN EXISTING SINGLE TRACK FOR BETTER SUSTAINABILITY AND DRAINAGE WORKING TOWARDS BETTER TRANSITIONS FROM ONE TRAIL AREA TO THE NEXT. THE ISSUE WITH THE CURRENT TRAIL SYSTEM IS THE LACK OF ONE MAIN TRAIL SYSTEM FOR USERS TO KNOW WHERE TO GO. I RIDE EVERGREEN ABOUT 3 TIMES A WEEK SO I CAN CREATE A ROUTE THAT PAIRS TOGETHER PUT NEW COMERS WOULD BE LOST. ANOTHER OPPORTUNITY IS THE TRAILS REQUIRE A LOT OF CLIMBING WITH NO GIVE BACK ON THE DESCENTS DO TO POOR ROUTING, TIGHT TREES, AND LACK OF FLOW. I WOULD LIKE TO SEE A TRAIL HUB WITH SOME FLOW TRAIL RUNS AND JUMP LINES WHILE MAINTAINING NATURAL SINGLE TRACK LOOPS AROUND THE PERIMETER. WINMAN TRAILS IS THE PERFECT MODEL FOR WHAT I WOULD LIKE TO SEE TO GET THE WHOLE FAMILY RIDING.

3. AS A COACH/PARENT OF THE SHEBOYGAN COMPOSITE NICA TEAM EVERGREEN HAS BECOME A VERY IMPORTANT ASSET IN TEACHING THE KIDS THE SKILLS THEY NEED TO COMPETE OR SIMPLY HAVE FUN WITH THE FELLOW TEAMMATES. WHILE THE CURRENT TRAILS ARE SUITABLE FOR PRACTICE IT'S NOT IDEAL FOR PEOPLE WHO ARE NOT FAMILIAR WITH THE TRAILS. IT'S VERY EASY TO GET LOST SO WE ARE CONSTANTLY DIRECTING THE KIDS WHERE TO GO. FOR ME SIMPLE SINGLE TRACK THAT IS EASY TO NAVIGATE WITHOUT GETTING LOST AND INCLUDE SOME TECHNICAL SECTIONS AND RIDE AROUNDS IS PERFECTLY FINE BUT ANYTHING MORE WOULD BE AMAZING. THE SECOND MOST IMPORTANT TOPIC FOR ME WOULD ALSO BE THE ABILITY TO HOST MTB RACES AT EVERGREEN AGAIN THROUGH, WORS, WEMS, NICA OR ANY LOCAL EFFORT.

4. I'M MOST EXCITED ABOUT THE WAY FINDING AND TRAIL SYSTEM. I'VE BIKED THE PARK WITH A GROUP AND OFTEN FEEL LIKE THE TRAIL SYSTEM IS A PILE OF SPAGHETTI AND WOULD NEVER BIKE IT WITHOUT SOMEONE VERY FAMILIAR WITH THE PARK. THE TRAIL IMPROVEMENT AND REMOVING THE ERODING TRAILS IS ALSO GREAT. I ALSO REALLY LIKE THE PLAYGROUND AND PUMP TRACK COMPONENTS. IT'S GREAT FOR KIDS!

5. NO IMPROVEMENTS NEEDED LEAVE PARK IN A NATURAL SETTING AND SAVE TAX PAYER DOLLARS, THESE SO CALLED IMPROVEMENTS WOULD BE A BIG WASTE OF TAX DOLLARS

*The full comment list can be found in Appendix C

TRAIL NETWORK VISION

The trail assessment performed by IMBA Trail Solutions during October 2023 in combination with community engagement throughout January 2024 informed a conceptual trail network vision that suggests improvements and new trail amenities in Evergreen Park. The conceptual trail alignments are laid out to minimize soil erosion and environmental disturbance while providing an improved shared-use trail network for all users.

Conceptual additions include zones identified for bike skills features, a pump track, a bicycle playground, and jumps. A one-mile beginner loop provides circulation through the park with bike-optimized flow trails to take advantage of the park’s elevation. Hike-only and traditional shared-use singletrack trails are drawn with



A bicycle playground with beginner skills features provides a progressive learning environment for newcomers.

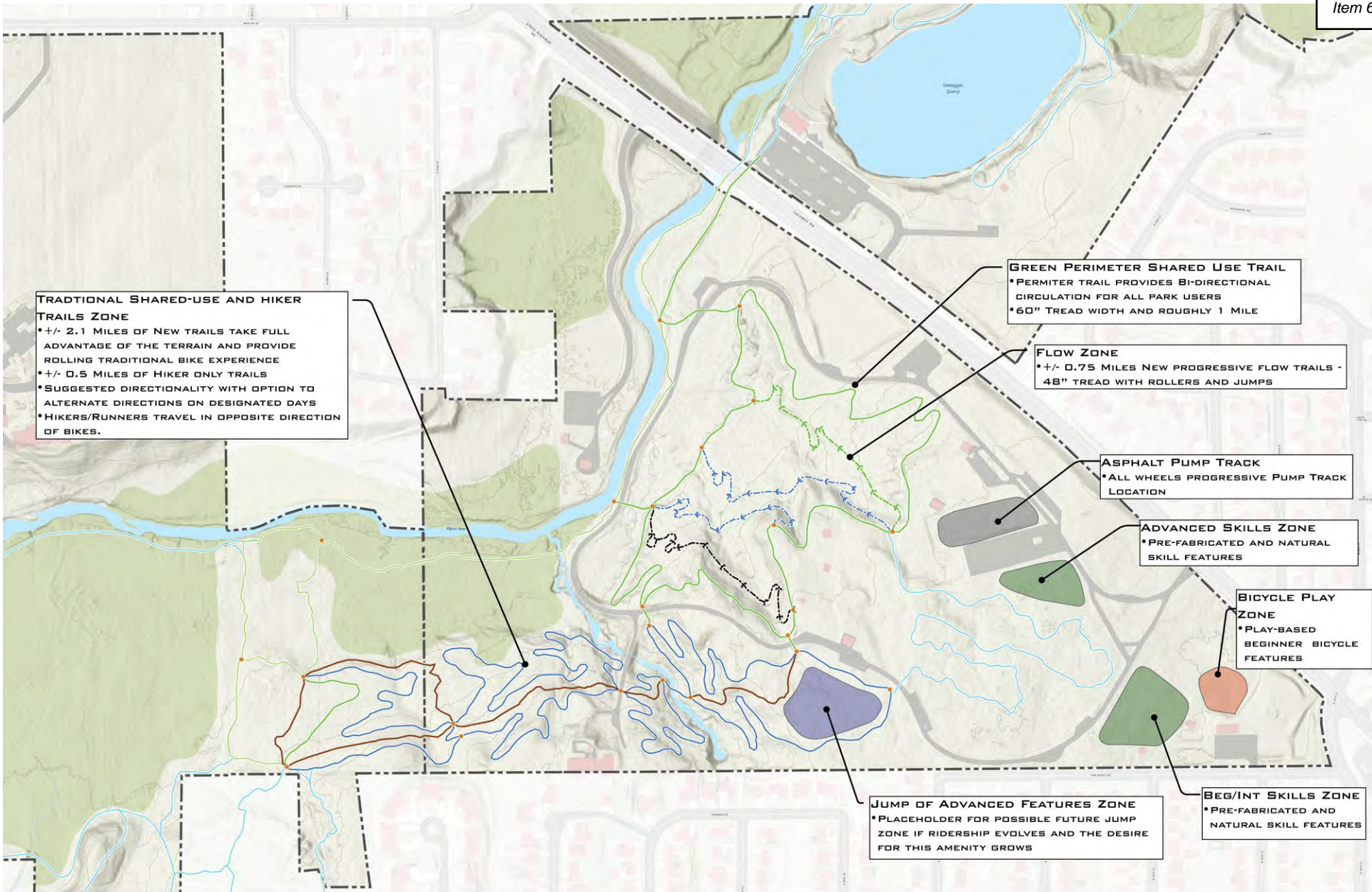
sustainable grades and alignments that allow users to configure loops of various lengths and connect with existing trails at defined hub locations.

The trail network vision recommends maintaining some of the existing trail alignments in Evergreen Park and all of the recognized and legal trails within Maywood Environmental Park and Jaycee Quarry Park. Improvements to the existing trails may be implemented on an as-needed basis to ensure proper drainage, minimize erosion, and improve the user experience. Appendix A includes potential issues identified on existing trails at the time of assessment.

All of the new trails and amenities recommended in this plan are focused within Evergreen Park, which offers the best opportunities for sustainable trail alignments that also meet the goals outlined by stakeholders and the community. If implemented, new trail development may result in some existing trail re-routes and closures to accommodate the improved trail network alignments. During this process, proper signage and re-routes should be prioritized to allow for cohesive trail experiences in the park during phases of new design and construction.



Trail construction employs a host of advanced tools, but sometimes the job simply calls for the time-tested rake.



TRAIL NETWORK VISION

EVERGREEN PARK | SHEBOYGAN, WI | JANUARY 2024

- CONCEPT HUBS
- HIKER ONLY
- EXISTING, BEGINNER, SHARED-USE
- BEGINNER, TRADITIONAL SINGLETRACK, SHARED-USE
- BEGINNER, MOUNTAIN BIKE OPTIMIZED
- EXISTING, INTERMEDIATE, SHARED-USE
- INTERMEDIATE, TRADITIONAL SINGLETRACK, SHARED-USE
- INTERMEDIATE, BIKE-OPTIMIZED
- ADVANCED, BIKE-OPTIMIZED
- PROJECT AREA BOUNDARY



RECOMMENDED PHASING

Trail design and construction is commonly divided into manageable phases of work to help communities prioritize goals, raise funds, and develop projects over a reasonable timeline. The following phases are recommended for implementing the Trail Network Vision for Evergreen Park:

1 SIGNAGE AND WAYFINDING PHASE

This phase of work is already underway, which includes establishing a designated route through the existing trail network with new signage and wayfinding.

2 INITIAL IMPROVEMENTS PHASE

The second phase includes creating a new one-mile perimeter trail that provides bidirectional circulation through the interior of the park for all users. This perimeter trail would be constructed in combination with a bicycle playground near the existing playground, a beginner and intermediate skills zone with prefabricated and natural skills features, and a progressive flow zone that would establish nearly a mile of bike-optimized trails.

3+4 MILEAGE AND FEATURES PHASE PUMP TRACK PHASE

The third phase includes creating hike-only trails and constructing new traditional singletrack trails that utilizes modern, sustainable trail design techniques. Additional developments may include an asphalt pump track near the existing parking lots, an advanced skills zone, alternate lines on trails that mimic NICA features, and a placeholder for an advanced feature and jump zone.

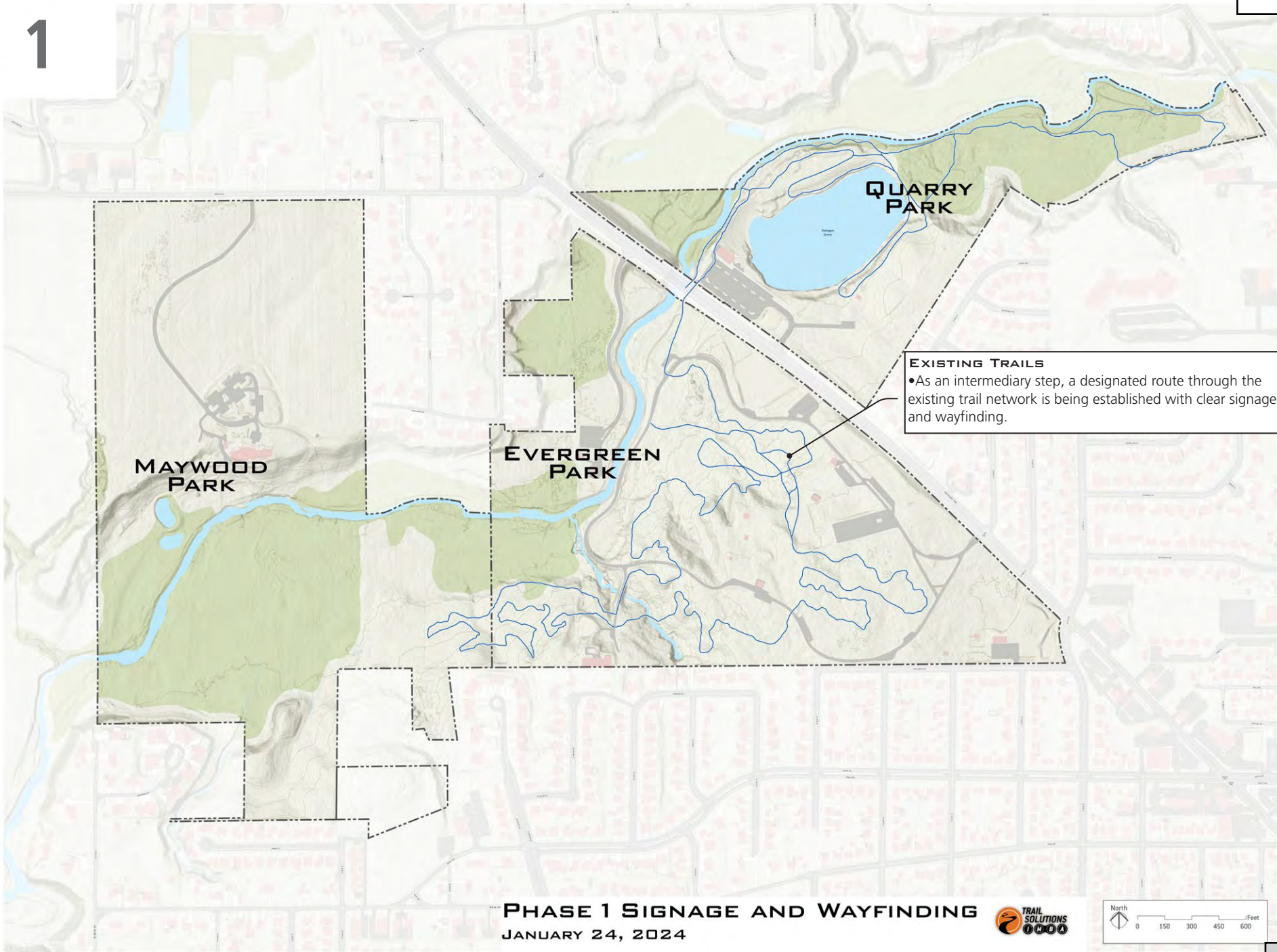


Sustainable trails provide immersive nature experiences, serving a wide range of activities and community members.



Well-designed trails minimize environmental impact by considering the local soils, hydrology, and biota.

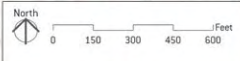
1



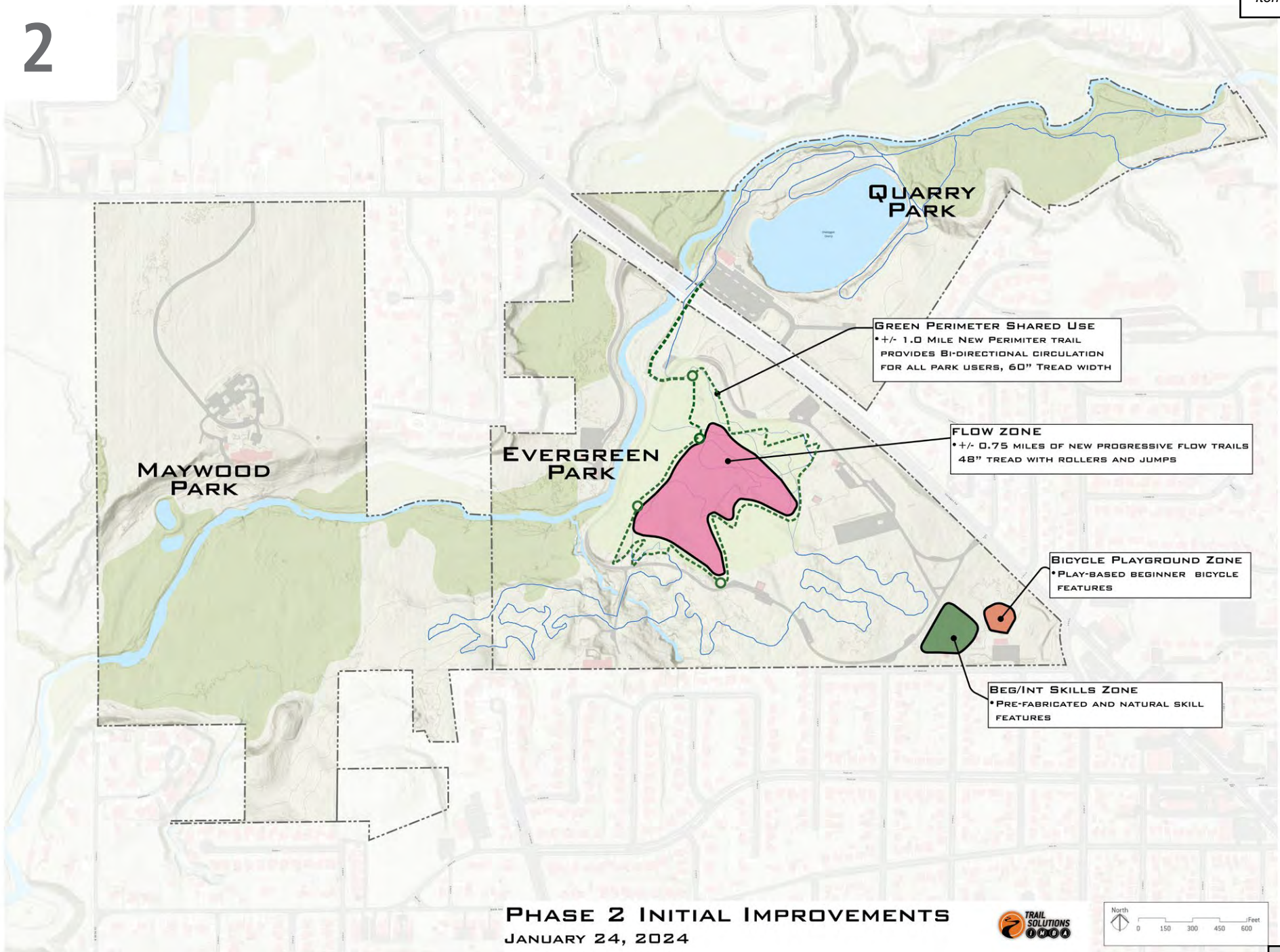
EXISTING TRAILS

- As an intermediary step, a designated route through the existing trail network is being established with clear signage and wayfinding.

PHASE 1 SIGNAGE AND WAYFINDING
 JANUARY 24, 2024



2



Evergreen Bike Park: Phase 1 Signage and Wayfinding

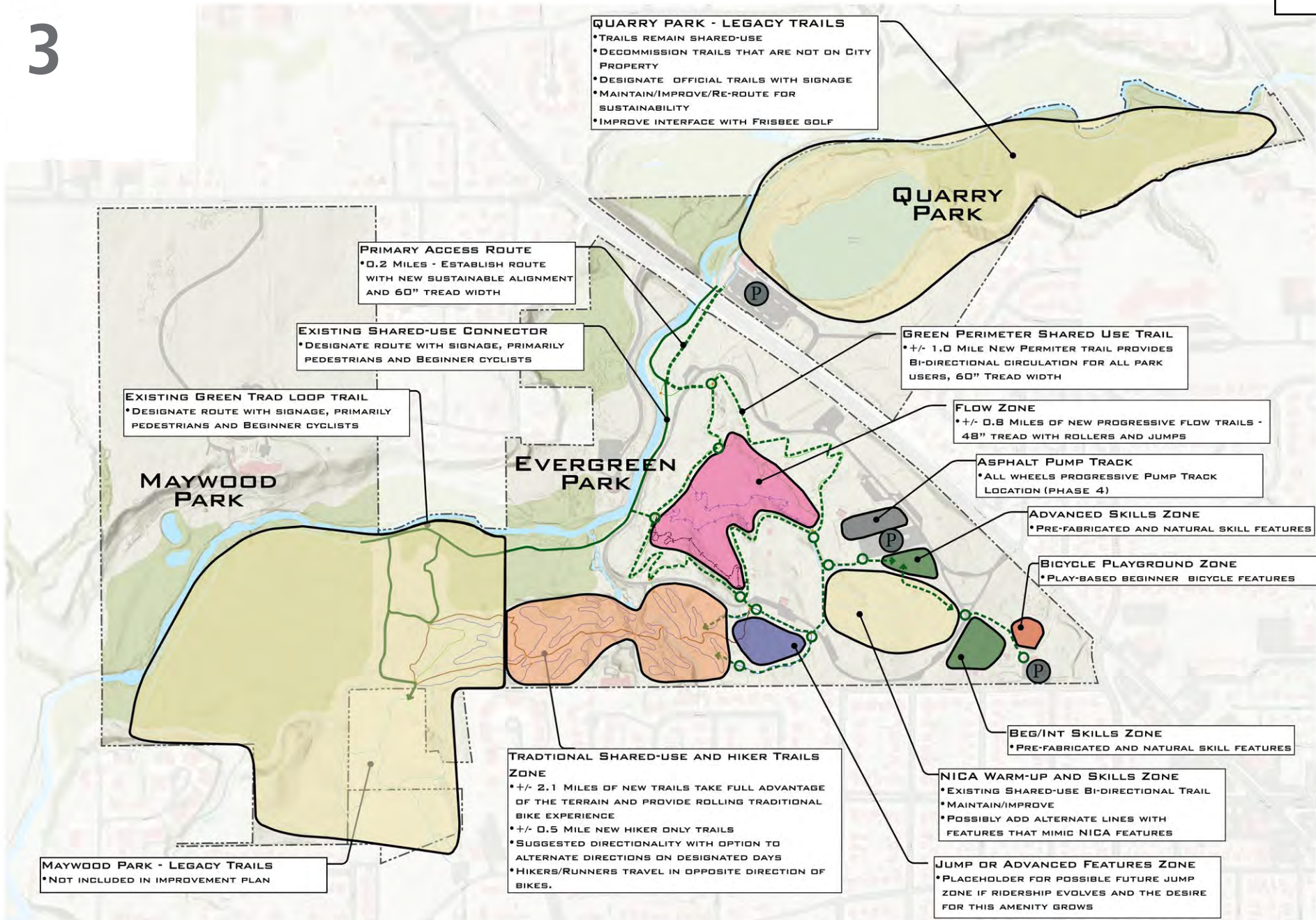
| Item | Description | Cost |
|----------------|--|---------------|
| Bike Amenities | | |
| Signage | Trailhead and wayfinding signs (work underway) | Funded by SCC |

Evergreen Bike Park: Phase 2 Initial Improvements Conceptual Cost Opinion

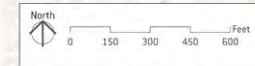
| Item | Description | Cost |
|--|---|-----------|
| Bike Amenities | | |
| Bike Playground | 350-450 feet with 7-10 features | \$60,000 |
| Beginner / Intermediate Skills Zone | 0.33-mile trail with 13-16 features | \$100,000 |
| Green perimeter shared-use trail and Quarry connection | 1.2 miles - 60" tread width | \$60,000 |
| Flow Trails | 0.8 miles bike optimized flow / features trails | \$80,000 |
| Trail Design Services | | |
| Field flagging of trails | 2.0 miles of trails | \$10,000 |
| Schematic design of bike playground and skills zone | Schematic documents that would support a design build level of construction | \$17,000 |
| Trail and Bike Amenity Implementation costs | | |
| Signage | Main kiosk; wayfinding, information, and bike park amenity signs | \$35,000 |
| Permitting, compliance and monitoring | Various local, state, and/or federal permits | \$6,000 |
| Mobilizations for construction | Cost of mobilizing build team to/from project site | \$10,000 |
| Estimated Phase 2 Bike Park and Trail Construction | | \$378,000 |
| Total Estimated Contingency | | \$22,000 |
| Total Estimated Phase 2 | | \$400,000 |

Notes: This conceptual cost opinion provides a high level opinion of the costs of construction and serves as a tool for planning purposes only. It is expected that actual costs may fluctuate +/-20% from the amounts provided in this cost opinion. The cost opinion does not serve as a bid. Costs for site preparation, utility connections, and stormwater infrastructure are not included in this estimate. Permitting costs assume a variety of local, state, and federal regulations apply (i.e. stormwater, land disturbance, etc.). Construction costs assume professional trail contractors perform the work. Contingency is assumed to allow for adjustments during design and permitting. Cost opinion reflects current prices and does not account for future cost escalation.

3



MILEAGE AND FEATURES PHASE
JANUARY 24, 2024



Evergreen Bike Park: Phase 3 Mileage and Features Conceptual Cost Opinion

| Item | Description | Cost |
|--|---|------------------|
| Bike Amenities | | |
| Advanced skills zone | 0.25-mile trail with 10-15 features | \$120,000 |
| NICA warm up and skills zone | Maintenance and improvements | \$25,000 |
| Jump or advanced features zone | 4-5 progressive jump / features lines | \$175,000 |
| Traditional shared-use trails | 2.1 miles traditional machine built singletrack | \$100,000 |
| New shared-use bridge | Construct new bridge at current crossing (traditional shared-use trails) | \$20,000 |
| Hiker only trails | 0.5 mile hiking trails | \$500 |
| Trail Design Services | | |
| Field flagging of trails | 2.6 miles of trails | \$15,000 |
| Design development of advanced skills zone | DD documents that would support a bid and contractor procurement process | \$25,000 |
| Schematic design of jump or advanced features zone | Schematic documents that would support a design build level of construction | \$17,500 |
| Trail and Bike Amenity Implementation costs | | |
| Signage | Main kiosk; wayfinding, information, and bike park amenity signs | \$20,000 |
| Permitting, compliance and monitoring | Various local, state, and/or federal permits | \$18,000 |
| Mobilizations for construction | Cost of mobilizing multiple build teams to/from project site | \$20,000 |
| Estimated Phase 3 Bike Park and Trail Construction | | \$556,000 |
| Total Estimated Contingency | | \$31,000 |
| Total Estimated Phase 3 | | \$587,000 |

Evergreen Bike Park: Phase 4 Pump Track Conceptual Cost Opinion

| Item | Description | Cost |
|---|--|------------------|
| Bike Amenities | | |
| Asphalt pump track | +/- 18,000 square foot pump track | \$600,000 |
| Trail Design Services | | |
| Design development of pump track | DD documents that would support a bid and contractor procurement process | \$13,000 |
| Bike Amenity Implementation costs | | |
| Signage | Pump track amenity sign | \$2,000 |
| Permitting, compliance and monitoring | Local, state, and/or federal permits | \$5,000 |
| Mobilizations for construction | Cost of mobilizing build team to/from project site | \$10,000 |
| Estimated Phase 4 Pump Track Construction | | \$630,000 |
| Total Estimated Contingency | | \$35,000 |
| Total Estimated Phase 4 | | \$665,000 |

Notes: This conceptual cost opinion provides a high level opinion of the costs of construction and serves as a tool for planning purposes only. It is expected that actual costs may fluctuate +/-20% from the amounts provided in this cost opinion. The cost opinion does not serve as a bid. Costs for site preparation, utility connections, and stormwater infrastructure are not included in this estimate. Permitting costs assume a variety of local, state, and federal regulations apply (i.e. stormwater, land disturbance, etc.). Construction costs assume professional trail contractors perform the work. Contingency is assumed to allow for adjustments during design and permitting. Cost opinion reflects current prices and does not account for future cost escalation.

IMPLEMENTATION AND NEXT STEPS

Concept Plan Review

To bring this concept plan to fruition, the next step is to share this report and supporting maps with the appropriate stakeholders and staff to gather feedback and devise next steps. This coordination will help identify unknown sensitive resources that should be avoided, highlight potential conflicts that could be proactively mitigated, and address other important issues in order to ensure positive outcomes with the project. Public meetings with community leaders, residents and other stakeholders are encouraged to engage the public and build interest in the project.

Design

This plan offers a vision for trail development in Evergreen Park in Sheboygan, Wisconsin. The plan identifies conceptual opportunities but will require refinement and detailed design. Design is vital to a successful trail system. Professional trail layouts will minimize resource impacts and maximize visitor experience. During design, it is imperative to identify permitting and compliance needs. Trail design includes field flagging, which is subject to degradation due to weather and animals. Field layout should occur no more than two years before anticipated construction for most projects.

Permitting and Compliance

All construction projects are subject to regulatory requirements. Obtaining proper permits ensures that work follows local, state, and federal laws as trail concept plans are implemented. At least as important, working under permits can help trail builders and visitors to be good stewards of the land.

Trails are used for many reasons, but a chief motivator among visitors is to enjoy the outdoors. Ground disturbance, uncontrolled erosion, and sedimentation can negatively impact our environment, water quality, flora, and fauna. These impacts are also unsightly and, if not quickly mitigated, can rapidly increase maintenance costs and ultimately create trails that visitors no longer want to visit.

Utility Locate

It is against state law to excavate or grade without a utility location. It is extremely important that contractors notify the applicable organizations in a timely fashion for utility location services prior to construction.

Construction

The trails recommended in this plan require extensive mechanized construction and knowledge of sustainable trail building practices. IMBA Trail Solutions recommends the alignments be constructed by professional trail builders. The Professional Trailbuilders Association (PTBA) maintains a list of quality trail builders; however, this list is not exhaustive and does not include all qualified trail builders.

Maintenance and Stewardship

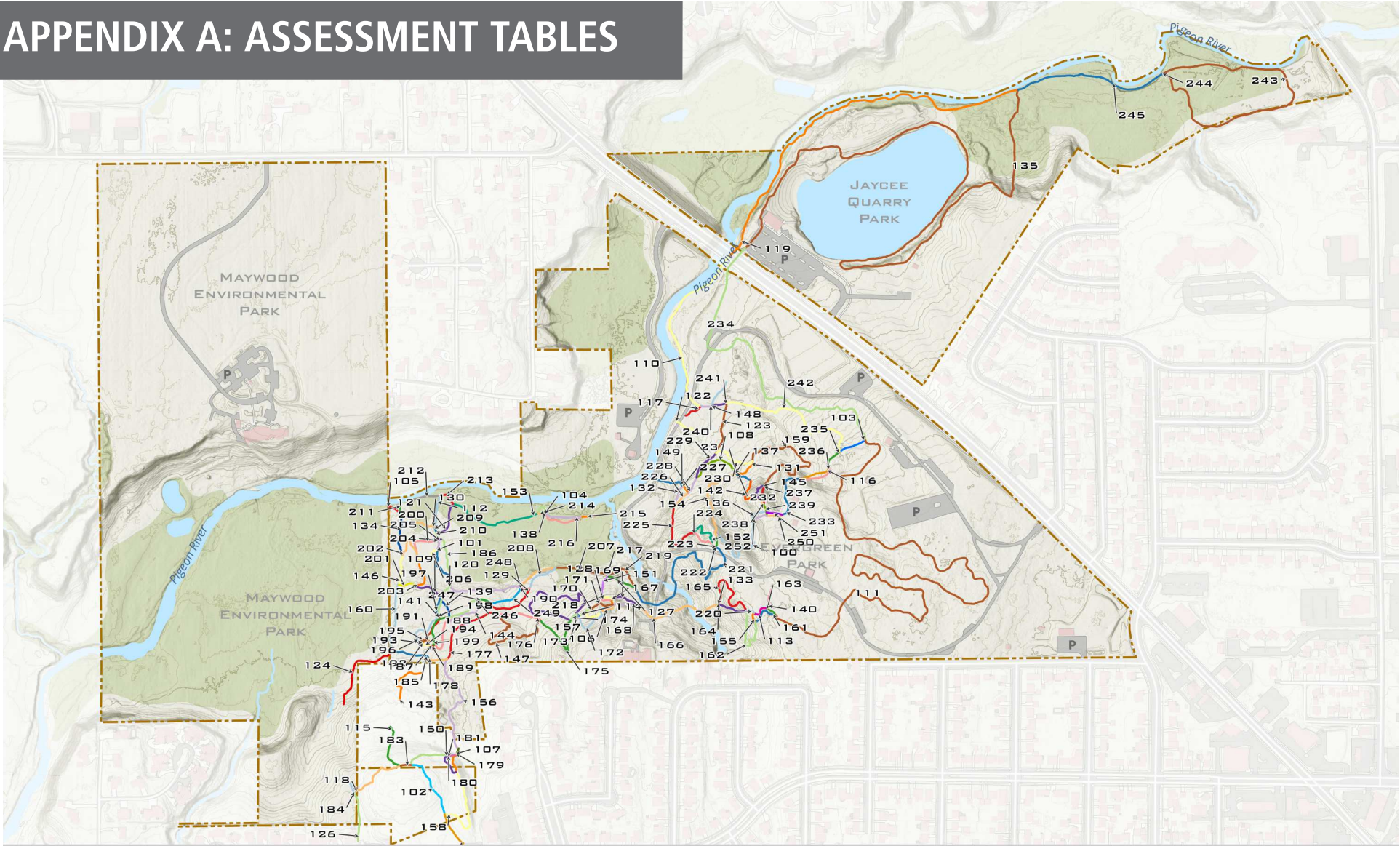
Maintenance is an ongoing cost and should be planned and budgeted from the onset of a project. Trails should be managed according to trail type guidelines, respective trail narratives, and recommended difficulty levels. Typical annual maintenance budgets for traditional and mountain bike-optimized trails range from 5% to 15% of the construction cost. Some of the annual maintenance for trails can be performed by trained volunteers. These tasks will include corridor trimming, downed tree removal, tread clearing, and minor drainage work. Professional assistance will be required occasionally. Increasingly, mountain bike trail systems are hiring part- or full-time staff to provide maintenance to trail systems. Ensuring a quality, consistent riding experience is key to attracting visitors and keeping a local riding community satisfied and growing.

CONCLUSION

Evergreen Park is a treasure for the City of Sheboygan, offering a diverse array of outdoor recreational opportunities for both residents and visitors. This park serves many purposes, attracting individuals in search of nature, exercise, tranquility, and exploration, all within the forested heart of the city. Evergreen park has been around for decades and has witnessed eras of enhancement, decline, restoration and evolution. Now, with renewed energy from the City of Sheboygan and Sheboygan County Cycling, there is a great opportunity to breathe new life into the park’s trail system, ensuring its enjoyment for generations to come. This concept plan showcases exciting additions to the park, such as flow trails, skills features, a dedicated bicycle playground, hike-only trails, and a revitalized traditional singletrack network. Collectively, these enhancements provide a more comprehensive and sustainable trail network, fostering enduring recreational experiences for all who visit.



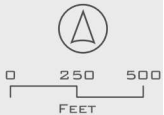
APPENDIX A: ASSESSMENT TABLES







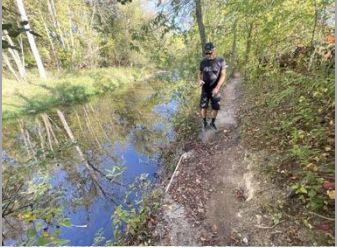
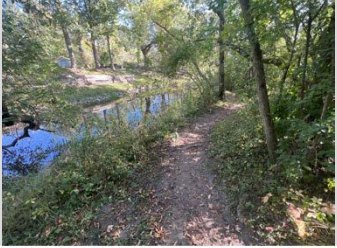
REFERENCE MAP

EVERGREEN PARK | SHEBOYGAN, WI | SPRING 2024

PROJECT AREA WETLANDS





| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| 103 | Line | 2 | 2 | 2023:10:06 | 43.778736, 87.745022 | 656.92 ft | 70 ENE | Access trail. |  |
| 107 | Line | 2 | 2 | 2023:10:05 | 43.774086, 87.752739 | 672.90 ft | 334 NNW | Maywood Loop. Fall line. Portions of trail on private property. |  |
| 109 | Line | 2 | 2 | 2023:10:06 | 43.776564, 87.753306 | 622.20 ft | 256 WSW | Access trail. |  |
| 110 | Line | 2 | 2 | 2023:10:05 | 43.780808, 87.748067 | 611.59 ft | 74 ENE | Grassy. Logs in trail. |  |
| 111 | Line | 4 | 3 | 2023:10:05 | 43.776489, 87.745061 | 677.09 ft | 16 NNE | Mostly flat and rooty. |  |


| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| 112 | Line | 2 | 2 | 2023:10:05 | 43.777494, 87.752992 | 612.65 ft | 181 S | Segment leads into wetland area. |  |
| 116 | Line | 1 | 1 | 2023:10:06 | 43.778247, 87.745708 | 654.52 ft | 248 WSW | Trail in disrepair. |  |
| 119 | Point | N/A | N/A | 2023:10:05 | 43.783672, 87.744022 | 601.51 ft | 59 ENE | Along pigeon river. Some tread erosion. Otherwise a quaint trail. |  |
| 119 | Point | N/A | N/A | 2023:10:05 | 43.782331, 87.746592 | 609.51 ft | 17 NNE | Along pigeon river. Some tread erosion. |  |
| 119 | Point | N/A | N/A | 2023:10:05 | 43.783542, 87.745047 | 602.59 ft | 46 NE | Along Pigeon River. Some tread erosion. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|--|---|
| 119 | Point | N/A | N/A | 2023:10:05 | 43.783631, 87.743583 | 601.60 ft | 84 E | Wet in low-lying areas. |  |
| 119 | Point | N/A | N/A | 2023:10:05 | 43.782733, 87.746331 | 617.91 ft | 41 NE | Downed tree. |  |
| 119 | Point | N/A | N/A | 2023:10:05 | 43.782119, 87.746889 | 617.58 ft | 35 NE | Near Pigeon River. |  |
| 120 | Line | 1 | 1 | 2023:10:06 | 43.776489, 87.751722 | 625.85 ft | 273 W | Bridge down. |  |
| 123 | Line | 2 | 2 | 2023:10:05 | 43.778597, 87.747364 | 697.01 ft | 24 NNE | Unnecessary segment; use other trails. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|------------------------|-------------|--|---|
| 124 | Line | 2 | 2 | 2023:10:06 | 43.775317, 87.754703 | 621.20 ft;629.78 ft | 179 S | Grassy in low-lying areas. Recently mowed. |  |
| 127 | Line | 2 | 3 | 2023:10:05 | 43.776681, 87.749572 | 637.68 ft | 292 WNW | Part of designated route. |  |
| 129 | Line | 2 | 2 | 2023:10:06 | 43.776253, 87.751867 | 625.90 ft | 289 WNW | Part of designated route. |  |
| 131 | Line | 2 | 2 | 2023:10:05 | 43.778425, 87.746806 | 665.69 ft | 231 SW | This segment is fine. |  |
| 134 | Line | 2 | 2 | 2023:10:05 | 43.777044, 87.753722 | 616.09 ft | 346 NNW | Part of designated route. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|--|---|
| 135 | Point | N/A | N/A | 2023:10:05 | 43.782692, 87.746122 | 604.48 ft | 219 SW | Along chain link fence. Significant tread erosion. |  |
| 135 | Point | N/A | N/A | 2023:10:05 | 43.782289, 87.746511 | 609.68 ft | 232 SW | Along chain link fence. Tread erosion. |  |
| 135 | Point | N/A | N/A | 2023:10:05 | 43.782411, 87.742369 | 626.08 ft | 233 SW | Old entrance to woods. |  |
| 135 | Point | N/A | N/A | 2023:10:05 | 43.782925, 87.745922 | 604.30 ft | 93 E | Steep fall line segment. |  |
| 135 | Point | N/A | N/A | 2023:10:05 | 43.783256, 87.743386 | 602.80 ft | 195 SSW | Quarry rock slabs along lake. |  |


| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|------------------------|-------------|--|---|
| 136 | Line | 1 | 1 | 2023:10:06 | 43.777711, 87.746650 | 696.69 ft | 105 ESE | Trail segment not found here. |  |
| 137 | Line | 2 | 2 | 2023:10:06 | 43.778269, 87.747044 | 632.47 ft | 128 SE | Trail used to climb hill or descend hill. Grades are acceptable. |  |
| 139 | Line | 2 | 2 | 2023:10:06 | 43.776342, 87.752781 | 627.00 ft | 336 NNW | Access path. |  |
| 142 | Line | 2 | 2 | 2023:10:06 | 43.777969, 87.747008 | 644.16 ft;636.06 ft | 185 S | Fall line trail. |  |
| 144 | Line | 2 | 2 | 2023:10:06 | 43.776172, 87.752331 | 628.74 ft | 249 WSW | Part of designated route. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|--|---|
| 147 | Line | 2 | 2 | 2023:10:06 | 43.775822, 87.751922 | 657.77 ft | 68 ENE | Part of designated route. |  |
| 148 | Line | 1 | 1 | 2023:10:05 | 43.779639, 87.747408 | 615.88 ft | 205 SSW | Trail segment not found here. |  |
| 149 | Line | 2 | 2 | 2023:10:05 | 43.778089, 87.748436 | 650.66 ft | 305 NW | Fall line segment. Access to road. |  |
| 151 | Line | 1 | 1 | 2023:10:05 | 43.776694, 87.749708 | 634.32 ft | 213 SSW | Trail no longer exists. |  |
| 152 | Line | 3 | 3 | 2023:10:05 | 43.777447, 87.747736 | 639.79 ft | 181 S | Good trail character. Trail has banked turns near big trees. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|------------------------|-------------|------------------------------|---|
| 154 | Line | 2 | 2 | 2023:10:06 | 43.778106, 87.747450 | 634.78 ft;638.97 ft | 251 WSW | Part of designated route. |  |
| 155 | Line | 2 | 1 | 2023:10:05 | 43.776244, 87.746875 | 662.38 ft | 316 NW | Trail segment not necessary. |  |
| 157 | Line | 2 | 2 | 2023:10:06 | 43.776294, 87.751303 | 626.85 ft | 59 ENE | Part of designated route. |  |
| 159 | Line | 3 | 2 | 2023:10:06 | 43.778253, 87.745944 | 693.70 ft | 28 NNE | Part of designated route. |  |
| 160 | Line | 2 | 2 | 2023:10:06 | 43.775656, 87.753906 | 636.11 ft;637.45 ft | 349 N | Part of designated route. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| 162 | Line | 3 | 3 | 2023:10:05 | 43.776264, 87.746939 | 654.87 ft | 160 SSE | Part of designated loop. Unnecessary stacked climbs and descents. |  |
| 163 | Line | 2 | 2 | 2023:10:05 | 43.776297, 87.746722 | 665.14 ft | 65 ENE | Trail segment not necessary. |  |
| 166 | Line | 2 | 2 | 2023:10:04 | 43.776344, 87.748183 | 633.35 ft | 119 ESE | Part of designated route. Bad bridge. Fall line. |  |
| 167 | Line | 1 | 1 | 2023:10:06 | 43.776411, 87.749639 | 649.87 ft | 15 NNE | Trail segment not found. |  |
| 168 | Line | 2 | 2 | 2023:10:06 | 43.776419, 87.749578 | 645.67 ft | 80 E | Part of designated route. |  |




| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| 169 | Line | 1 | 1 | 2023:10:05 | 43.776397, 87.749686 | 648.65 ft | 29 NNE | Trail segment not found. |  |
| 171 | Line | 2 | 2 | 2023:10:06 | 43.776386, 87.749994 | 644.47 ft | 38 NE | Part of designated route. |  |
| 172 | Line | 2 | 4 | 2023:10:05 | 43.776161, 87.750275 | 688.12 ft | 164 SSE | Part of designated loop. Unnecessary stacked climbs and descents. Interesting forest. |  |
| 173 | Line | 1 | 1 | 2023:10:06 | 43.776300, 87.750086 | 646.53 ft | 234 SW | Segment unnecessary. |  |
| 176 | Line | 1 | 1 | 2023:10:05 | 43.776144, 87.751278 | 635.30 ft | 272 W | Segment not found here. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|--|---|
| 177 | Line | 3 | 3 | 2023:10:05 | 43.776117, 87.752350 | 691.94 ft | 277 W | Trail segment is fine. |  |
| 182 | Line | 2 | 2 | 2023:10:05 | 43.772894, 87.752397 | 670.15 ft | 115 ESE | Access to parking lot. Off property. |  |
| 185 | Line | 2 | 2 | 2023:10:06 | 43.775628, 87.753497 | 623.98 ft | 100 E | Part of designated route. Grassy in low-lying areas. Recently mowed. |  |
| 186 | Line | 2 | 2 | 2023:10:05 | 43.776847, 87.752883 | 616.54 ft | 283 WNW | Part of designated route. |  |
| 190 | Line | 1 | 1 | 2023:10:06 | 43.776811, 87.751136 | 623.11 ft | 304 NW | Segment leads into wetland area. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|--|---|
| 197 | Line | 2 | 2 | 2023:10:05 | 43.776350, 87.752889 | 619.52 ft | 187 S | Trail segment is fine. In pine stand. |  |
| 198 | Line | 1 | 1 | 2023:10:05 | 43.776314, 87.753008 | 621.25 ft | 197 SSW | Segment not found here. |  |
| 207 | Line | 2 | 2 | 2023:10:06 | 43.776728, 87.749881 | 631.67 ft | 277 W | Part of designated route. |  |
| 219 | Line | 2 | 2 | 2023:10:05 | 43.776786, 87.749364 | 629.62 ft | 254 WSW | Bridge in disrepair. Avoid this segment and use alternate route. |  |
| 221 | Line | 2 | 2 | 2023:10:05 | 43.776697, 87.748300 | 627.37 ft | 192 SSW | Part of designated route. Bad stream crossing. Fall line. |  |





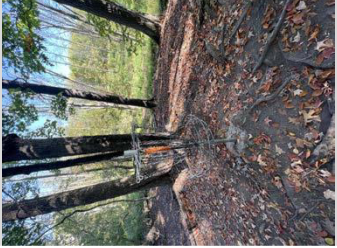
| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| 225 | Line | 3 | 3 | 2023:10:05 | 43.777156, 87.748456 | 626.15 ft | 344 NNW | Part of designated route. |  |
| 226 | Line | 2 | 2 | 2023:10:06 | 43.777911, 87.748392 | 636.16 ft | 2 N | Part of designated route. |  |
| 228 | Line | 2 | 2 | 2023:10:05 | 43.778133, 87.748183 | 620.84 ft | 50 NE | This segment is fine. |  |
| 229 | Line | 2 | 2 | 2023:10:05 | 43.778361, 87.747819 | 620.95 ft | 55 NE | Part of designated route. Bridge in disrepair. |  |
| 233 | Line | 1 | 1 | 2023:10:06 | 43.777994, 87.746247 | 692.88 ft | 300 WNW | Old trail behind rental shelters. Overgrown and in disrepair. |  |






| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|--|---|
| 235 | Line | 1 | 1 | 2023:10:06 | 43.778381, 87.745342 | 655.14 ft | 269 W | Trail segment not found. |  |
| 236 | Line | 1 | 1 | 2023:10:06 | 43.778306, 87.745644 | 667.47 ft | 146 SE | Trail segment not found. |  |
| 237 | Line | 2 | 2 | 2023:10:05 | 43.777953, 87.746906 | 709.88 ft | 28 NNE | Part of designated route. |  |
| 242 | Line | 2 | 2 | 2023:10:06 | 43.778856, 87.745417 | 727.98 ft | 247 WSW | Fall line. Current descent. New option line to west. |  |
| 243 | Point | N/A | N/A | 2023:10:05 | 43.783808, 87.736108 | 604.19 ft | 307 NW | New trail to avoid downed trees to east. |  |






| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| 243 | Point | N/A | N/A | 2023:10:05 | 43.783378, 87.737372 | 617.16 ft | 335 NNW | Downed trees. |  |
| 243 | Point | N/A | N/A | 2023:10:05 | 43.783567, 87.736586 | 610.02 ft | 67 ENE | Wet in low-lying areas. |  |
| 243 | Point | N/A | N/A | 2023:10:05 | 43.783297, 87.737569 | 622.28 ft | 360 N | Overgrown. |  |
| 243 | Point | N/A | N/A | 2023:10:05 | 43.784028, 87.736769 | 596.06 ft | 240 WSW | Along pigeon river. Some tread erosion. Otherwise a quaint trail. |  |
| 245 | Point | 4 | 3 | 2023:10:05 | 43.783719, 87.739503 | 600.64 ft | 254 WSW | Cut bank of river is undercutting trail tread. |  |




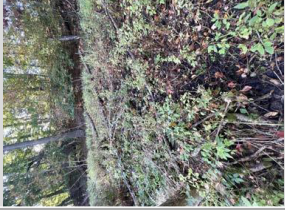
| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| 245 | Point | N/A | N/A | 2023:10:05 | 43.783928, 87.740272 | 601.97 ft | 276 W | Wet in low-lying areas. Some tread cupping. Mowed path. Many people encountered walking dogs. |  |
| 245 | Point | N/A | N/A | 2023:10:05 | 43.783747, 87.739269 | 599.84 ft | 262 W | Along the Pigeon River. Some tread erosion. |  |
| 245 | Point | N/A | N/A | 2023:10:05 | 43.783914, 87.740881 | 601.27 ft | 266 W | Well-mowed trail near disc golf area. Some tread cupping; likely holds water. |  |
| 246 | Line | 1 | 1 | 2023:10:05 | 43.776311, 87.752739 | 621.60 ft | 19 NNE | Segment not found here. |  |
| 247 | Line | 2 | 2 | 2023:10:06 | 43.776364, 87.752247 | 621.72 ft | 115 ESE | Part of designated route. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| 248 | Line | 1 | 1 | 2023:10:06 | 43.776631, 87.751347 | 624.40 ft | 85 E | Segment leads to downed bridge. |  |
| 250 | Line | 1 | 1 | 2023:10:06 | 43.777678, 87.746378 | 674.67 ft | 206 SSW | Near rental shelters. Trail in disrepair. |  |
| 251 | Line | 1 | 1 | 2023:10:06 | 43.777697, 87.746494 | 675.09 ft | 258 WSW | Near rental shelters. Trail in disrepair. |  |
| 252 | Line | 1 | 1 | 2023:10:06 | 43.777631, 87.746628 | 694.84 ft | 68 ENE | Near rental shelters. Trail in disrepair. |  |
| 354 | Point | 2 | 2 | 2023:10:05 | 43.782906, 87.746181 | 607.90 ft | 63 ENE | Junction; connector trail. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|-------------------------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| 359 | Point | 2 | 2 | 2023:10:05 | 43.777211, 87.746906 | 653.39 ft | 303 WNW | Trail not found in database. Assigned new number. |  |
| Bicycle Playground Area | Point | N/A | N/A | 2023:10:05 | 43.776364, 87.741136 | 667.48 ft | 84 E | Area near existing playground. |  |
| Confusing junctions | Point | N/A | N/A | 2023:10:05 | 43.782900, 87.746231 | 607.92 ft | 97 E | Wayfinding needed. |  |
| Disc Golf Course | Point | N/A | N/A | 2023:10:05 | 43.783633, 87.742047 | 599.11 ft | 148 SSE | Disc golf course in Jaycee Quarry Park. |  |
| Disk Golf Basket | Point | N/A | N/A | 2023:10:05 | 43.782986, 87.740825 | 608.43 ft | 7 N | Disc golf course in Jaycee Quarry Park. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|-------------------------------------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|---|---|
| Good Slopes, Drier Than Below | Point | N/A | N/A | 2023:10:05 | 43.782556, 87.741431 | 618.11 ft | 68 ENE | Terrain assessment; locating drier soils. |  |
| Old Trail | Point | N/A | N/A | 2023:10:05 | 43.782689, 87.739022 | 634.86 ft | 75 ENE | Trail tread overgrown. |  |
| Old Trail | Point | N/A | N/A | 2023:10:05 | 43.782783, 87.738825 | 618.69 ft | 36 NE | Part of an old trail. |  |
| Old Trail | Point | N/A | N/A | 2023:10:05 | 43.782519, 87.739464 | 629.94 ft | 58 ENE | Old trail found. |  |
| Placemark 1 | Point | N/A | N/A | 2023:10:05 | 43.781886, 87.746886 | 619.72 ft | 339 NNW | Parcel donation to the City. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|-------------|-----------|-----------|-----------|------------|-------------------------|-----------|-------------|----------------------------------|---|
| Placemark 5 | Point | N/A | N/A | 2023:10:05 | 43.778303, 87.746419 | 635.02 ft | 324 NW | Overgrown tread. |  |
| Placemark 6 | Point | N/A | N/A | 2023:10:06 | 43.778264, 87.745086 | 647.38 ft | 275 W | New descent nearby. |  |
| Placemark 7 | Point | N/A | N/A | 2023:10:06 | 43.778225, 87.745172 | 664.98 ft | 191 SSW | Trail junction for new trail. |  |
| Placemark 8 | Point | N/A | N/A | 2023:10:06 | 43.778622, 87.745197 | 701.03 ft | 350 N | Rock garden crossing on descent. |  |
| Placemark 9 | Point | N/A | N/A | 2023:10:06 | 43.778853, 87.745486 | 658.88 ft | 244 WSW | Part of new descent. |  |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------------------|-----------|-----------|-----------|------------|----------------------|-----------|-------------|---------------------------------|--|
| Trail not found | Point | N/A | N/A | 2023:10:05 | 43.783894, 87.738967 | 599.56 ft | 98 E | Trail segment not found here. |  |
| Trail not found | Point | N/A | N/A | 2023:10:05 | 43.783714, 87.736328 | 606.37 ft | 307 NW | Trail segment not found here. |  |
| Wet | Point | N/A | N/A | 2023:10:05 | 43.782481, 87.741678 | 619.87 ft | 95 E | Wet area. |  |
| Wet. Unknown owner. | Point | N/A | N/A | 2023:10:05 | 43.782711, 87.740264 | 616.65 ft | 180 S | Area is wet. Landowner unknown. |  |
| 100 | Line | 1 | 1 | 2024:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 101 | Line | 2 | 2 | 2025:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 102 | Line | 2 | 2 | 2026:10:05 | N/A | N/A | N/A | Maywood Loop. Off property. | N/A |
| 104 | Line | 1 | 1 | 2027:10:05 | N/A | N/A | N/A | Wetland area. | N/A |
| 105 | Line | 2 | 2 | 2028:10:05 | N/A | N/A | N/A | Connects to Maywood. | N/A |
| 106 | Line | 1 | 1 | 2029:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 108 | Line | 1 | 1 | 2030:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|----------|----------|-------------|--|-------|
| 113 | Line | 2 | 2 | 2031:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 114 | Line | 2 | 2 | 2032:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 115 | Line | 2 | 2 | 2033:10:05 | N/A | N/A | N/A | Fall line. | N/A |
| 117 | Line | 2 | 2 | 2034:10:05 | N/A | N/A | N/A | Segment not found. Remove from database. | N/A |
| 118 | Line | 2 | 2 | 2035:10:05 | N/A | N/A | N/A | Fall line. | N/A |
| 119 | Line | 4 | 2 | 2036:10:05 | N/A | N/A | N/A | Downed trees, tread falling into river. | N/A |
| 121 | Line | 1 | 1 | 2037:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 122 | Line | 1 | 1 | 2038:10:05 | N/A | N/A | N/A | Segment not found. Remove from database. | N/A |
| 126 | Line | N/A | N/A | 2039:10:05 | N/A | N/A | N/A | Access path. | N/A |
| 128 | Line | 1 | 1 | 2040:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 130 | Line | 1 | 1 | 2041:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 132 | Line | 1 | 1 | 2042:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 133 | Line | 2 | 1 | 2043:10:05 | N/A | N/A | N/A | Old. Overgrown. | N/A |
| 135 | Line | 5 | 4 | 2044:10:05 | N/A | N/A | N/A | Comes close to chain link fence. | N/A |
| 138 | Line | 1 | 1 | 2045:10:05 | N/A | N/A | N/A | Wetland area. | N/A |
| 140 | Line | 1 | 2 | 2046:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 141 | Line | 1 | 1 | 2047:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 143 | Line | 2 | 2 | 2048:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 145 | Line | 1 | 1 | 2049:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 146 | Line | 2 | 2 | 2050:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 150 | Line | 1 | 1 | 2051:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 153 | Line | 1 | 1 | 2052:10:05 | N/A | N/A | N/A | Wetland area. | N/A |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|----------|----------|-------------|--|-------|
| 156 | Line | 2 | 2 | 2053:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 158 | Line | 2 | 2 | 2054:10:05 | N/A | N/A | N/A | Maywood Loop. Partially off property. | N/A |
| 161 | Line | 3 | 3 | 2055:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 165 | Line | 3 | 3 | 2056:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 170 | Line | 2 | 4 | 2057:10:05 | N/A | N/A | N/A | Unnecessary stacked climb/descents. | N/A |
| 174 | Line | 2 | 2 | 2058:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 175 | Line | 2 | 2 | 2059:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 178 | Line | 2 | 2 | 2060:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 179 | Line | 2 | 2 | 2061:10:05 | N/A | N/A | N/A | Maywood Loop. Designated. | N/A |
| 180 | Line | 2 | 2 | 2062:10:05 | N/A | N/A | N/A | Maywood Loop. Off property. | N/A |
| 181 | Line | 2 | 2 | 2063:10:05 | N/A | N/A | N/A | Maywood Loop. Fall line. Private property. | N/A |
| 183 | Line | 2 | 2 | 2064:10:05 | N/A | N/A | N/A | Maywood Loop. Leads to off-property. | N/A |
| 184 | Line | 2 | 2 | 2065:10:05 | N/A | N/A | N/A | Maywood Loop. | N/A |
| 186 | Point | N/A | N/A | 2066:10:05 | N/A | N/A | N/A | Trail in pine stand area. | N/A |
| 187 | Line | 1 | 1 | 2067:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 188 | Line | 1 | 1 | 2068:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 189 | Line | 1 | 1 | 2069:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 191 | Line | 1 | 1 | 2070:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 192 | Line | 2 | 2 | 2071:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 193 | Line | 2 | 2 | 2072:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 194 | Line | 2 | 2 | 2073:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 195 | Line | 2 | 2 | 2074:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|----------|----------|-------------|---------------------------|-------|
| 196 | Line | 1 | 1 | 2075:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 199 | Line | 1 | 1 | 2076:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 200 | Line | 1 | 1 | 2077:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 201 | Line | 2 | 2 | 2078:10:05 | N/A | N/A | N/A | Connector Trail. | N/A |
| 202 | Line | 1 | 1 | 2079:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 203 | Line | 2 | 2 | 2080:10:05 | N/A | N/A | N/A | Overlaps ski path. | N/A |
| 204 | Line | 1 | 1 | 2081:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 205 | Line | 1 | 1 | 2082:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 206 | Line | 2 | 2 | 2083:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 208 | Line | 2 | 2 | 2084:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 209 | Line | 1 | 1 | 2085:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 210 | Line | 1 | 1 | 2086:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 211 | Line | N/A | N/A | 2087:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 212 | Line | 2 | 2 | 2088:10:05 | N/A | N/A | N/A | Ski trail. | N/A |
| 213 | Line | 2 | 2 | 2089:10:05 | N/A | N/A | N/A | This segment is fine. | N/A |
| 214 | Line | 1 | 1 | 2090:10:05 | N/A | N/A | N/A | Wetland area. | N/A |
| 215 | Line | 1 | 1 | 2091:10:05 | N/A | N/A | N/A | Wetland area. | N/A |
| 216 | Line | 1 | 1 | 2092:10:05 | N/A | N/A | N/A | Wetland area. | N/A |
| 217 | Line | 2 | 2 | 2093:10:05 | N/A | N/A | N/A | Connector Trail. | N/A |
| 218 | Line | 1 | 1 | 2094:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 220 | Line | 1 | 1 | 2095:10:05 | N/A | N/A | N/A | Not necessary. | N/A |
| 222 | Line | 2 | 2 | 2096:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |

| Segment | Data Type | Character | Condition | Date | Location | Altitude | Orientation | Notes | Image |
|---------|-----------|-----------|-----------|------------|----------|----------|-------------|--|-------|
| 223 | Line | 2 | 2 | 2097:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 224 | Line | 1 | 1 | 2098:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 227 | Line | 2 | 2 | 2099:10:05 | N/A | N/A | N/A | Access to road. | N/A |
| 230 | Line | 2 | 2 | 2100:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 231 | Line | 1 | 1 | 2101:10:05 | N/A | N/A | N/A | Connector Trail. | N/A |
| 232 | Line | 1 | 1 | 2102:10:05 | N/A | N/A | N/A | Connector Trail. | N/A |
| 234 | Line | 3 | 3 | 2103:10:05 | N/A | N/A | N/A | Close to fall line. Probably future climb. | N/A |
| 238 | Line | 2 | 2 | 2104:10:05 | N/A | N/A | N/A | Kind of exists. Check Strava. | N/A |
| 239 | Line | 1 | 1 | 2105:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |
| 240 | Line | 2 | 2 | 2106:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 241 | Line | N/A | N/A | 2107:10:05 | N/A | N/A | N/A | Part of designated route. | N/A |
| 243 | Line | 2 | 3 | 2108:10:05 | N/A | N/A | N/A | Crosses property boundaries. Wet, overgrown. Possibly elevate tread. | N/A |
| 245 | Line | 3 | 3 | 2109:10:05 | N/A | N/A | N/A | This segment is fine. | N/A |
| 249 | Line | 1 | 1 | 2110:10:05 | N/A | N/A | N/A | Trail segment not found. | N/A |

APPENDIX B: ESRI STORYMAP

4/17/24, 2:03 PM

ArcGIS StoryMaps



EVERGREEN PARK

Trail Network Assessment

Draft

Trail Assessment Process

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abdae/edit/print>

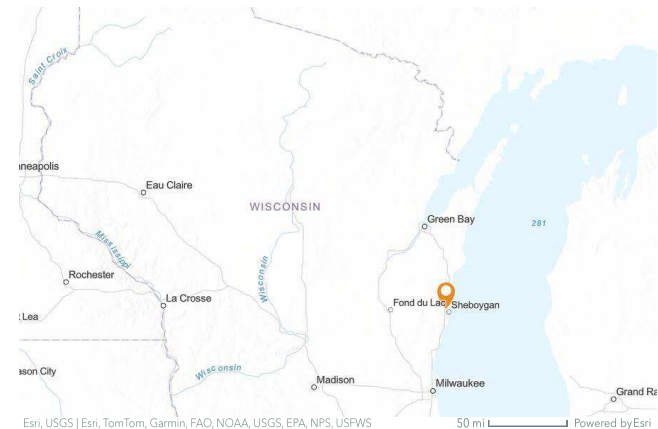
1/25

4/17/24, 2:03 PM

ArcGIS StoryMaps

The City of Sheboygan and Sheboygan County Cycling partnered with IMBA Trail Solutions to perform a detailed segment-by-segment assessment of the shared-use trails in Evergreen Park, Jaycee Park, and Maywood Environmental Park.

This assessment project builds off of the [Evergreen Park Concept Plan](#) developed by IMBA Trail Solutions in May 2021.



<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abdae/edit/print>

2/25

4/17/24, 2:03 PM

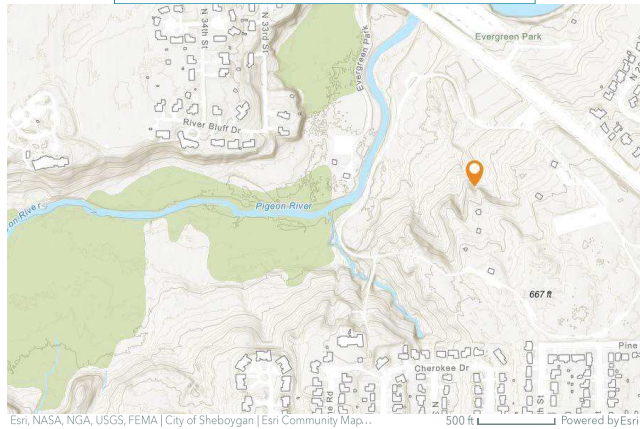
ArcGIS StoryMaps

Regional Context

Evergreen Park is located in Sheboygan, Wisconsin. The city is bordered to the east by Lake Michigan and is about an hour drive north of Milwaukee.

Use the map navigation buttons to explore the park's location.

Zoom Closer



<https://storymaps.arcgis.com/stories/642775c6278e486db717da51fe5abda/edit/print>

3/25

4/17/24, 2:03 PM

ArcGIS StoryMaps

Project Site

Evergreen Park is a shared-use city park, offering many amenities including a state-of-the-art playground, rental shelters, picnic pavilions, and over six miles of trails. From November 24 through December 31, the park hosts the annual Making Spirits Bright holiday light show.

Evergreen Park has decades of mountain bike history dating back to the early 90s when it began hosting the final races in the annual Wisconsin Off-Road Series.

<https://storymaps.arcgis.com/stories/642775c6278e486db717da51fe5abda/edit/print>

4/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



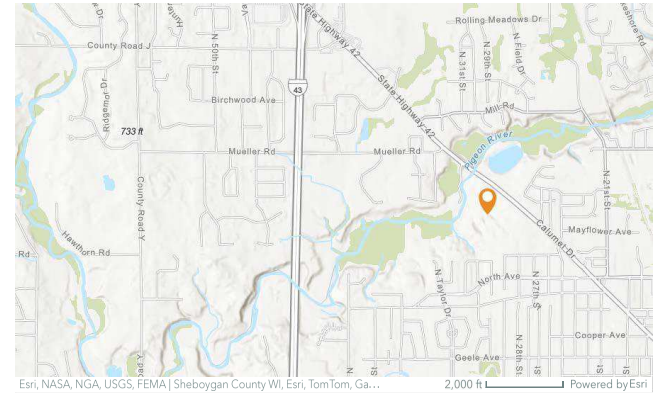
The 2014 Wisconsin Off-Road Series finale race held in Sheboygan, Wisconsin.

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

5/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



Neighboring Parks

Jaycee Park (Sheboygan Quarry) and Maywood Environmental Park may be accessed from Evergreen Park via connection trails.

Jaycee Park features a beach, swimming area, disc golf course, and a few miles of shared-use trails along the Pigeon River.

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

6/25

4/17/24, 2:03 PM

ArcGIS StoryMaps

Maywood Environmental Park features various habitats and wildlife viewing opportunities, with year-round outdoor education programming and events. While Maywood trails can be used to access Evergreen Park, they are not designed for mountain biking and several sections are designated as hike-only trails. For more information on recreating in Maywood Environmental Park, [visit their website](#).



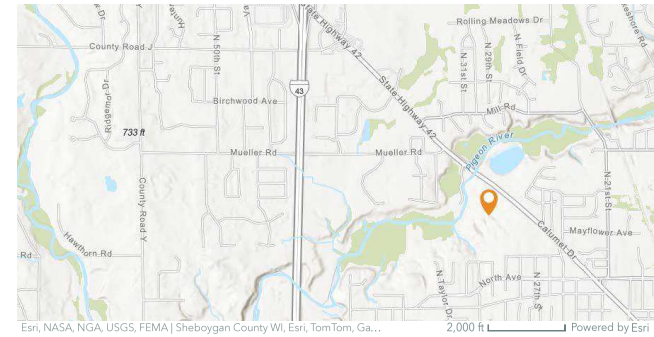
Limestone rock outcrops around the perimeter of Sheboygan Quarry.

<https://storymaps.arcgis.com/stories/642775c6278e486db717da51fe5abda/edit/print>

7/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



Project Goals

The 2021 Concept Plan developed by IMBA Trail Solutions outlined the following next steps for Evergreen Park:

1. Perform a detailed trail assessment of existing trails and their current condition.
2. Engage in community outreach and visioning.
3. Create a zone-based concept plan that includes recommendations for existing trails, new natural surface singletrack trails, and community bike park amenities.

<https://storymaps.arcgis.com/stories/642775c6278e486db717da51fe5abda/edit/print>

8/25

4/17/24, 2:03 PM

ArcGIS StoryMaps

The remainder of this StoryMap outlines the findings, preliminary recommendations, and next steps for community feedback based on IMBA Trail Solution's detailed site and trail assessment performed in October 2023.

Any park projects will be vetted with the community and planned to prevent conflict with existing park infrastructure and events.



<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

9/25

4/17/24, 2:03 PM

ArcGIS StoryMaps

Heatmap Assessment

Trails are found packed throughout these three parks. The Strava heatmap reveals how the trail network is currently being utilized. Zooming closer to the trails shows that users often form off-trail social paths, which may be attributed to a lack of clear signage that directs hikers, riders, and skiers to the designated route.

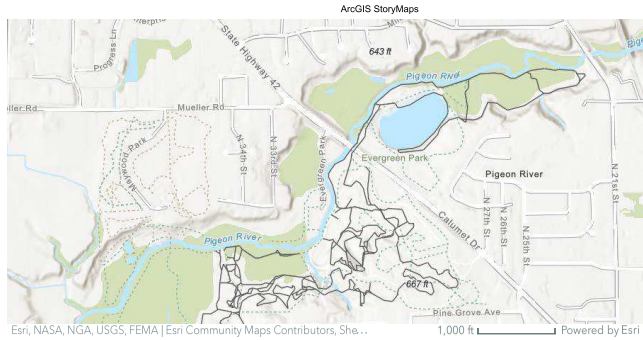
| Park | Trail Miles |
|-----------|-------------|
| Evergreen | 6.6 |
| Jaycee | 2.8 |
| Maywood | 5.5 |

Trail mileage per park, not including unofficial trails and routes through fields that are solely used for events.

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

10/25

4/17/24, 2:03 PM



Trail Segment Assessment

Nearly fifteen miles of trails are included in the database developed by IMBA Trail Solutions with assistance from the City of Sheboygan and Sheboygan County Cycling.

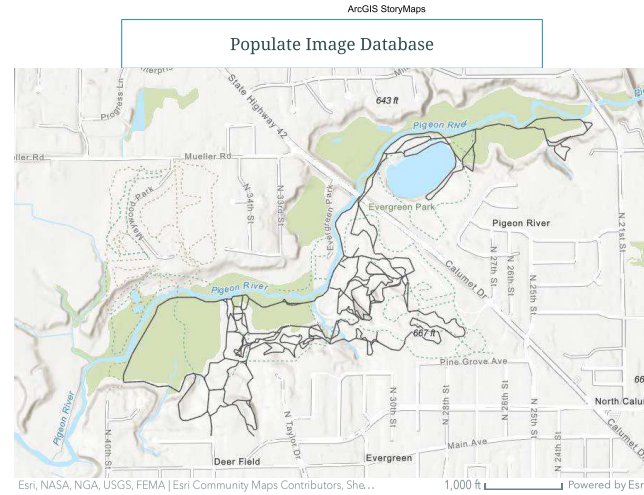
Each trail segment was assessed by IMBA Trail Solutions staff in October 2023. [Zoom in](#) and click a trail segment to reveal a subset of assessment details.

Georeferenced images were captured to document the existing conditions of the site.

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edid/print>

11/25

4/17/24, 2:03 PM



Database Refinement

Following the October 2023 site visit, the trail database was updated to more accurately reflect the existing trail alignments.

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edid/print>

12/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



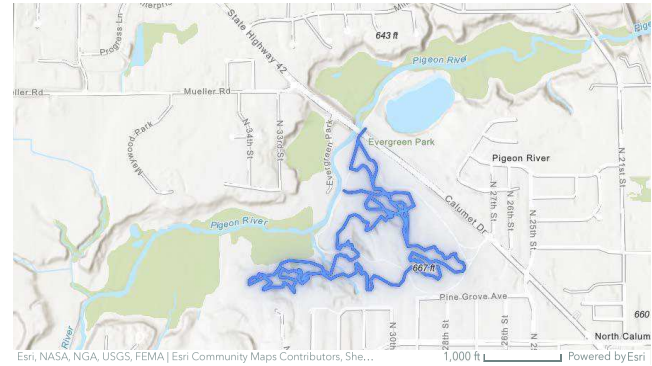
GPS data was collected to refine trail alignments.

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

13/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



Establishing Designated Trails

Field data and local stakeholder engagement revealed a clear need for intuitive wayfinding and an established route through the complex network of trails.

The blue alignment represents the route that local stakeholders have identified for designation and signage. In the coming months, wayfinding posts and indicators will be installed along these trails, providing users with an easily navigable route through the park. As new trail amenities are introduced, modifications to this designated route will be

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

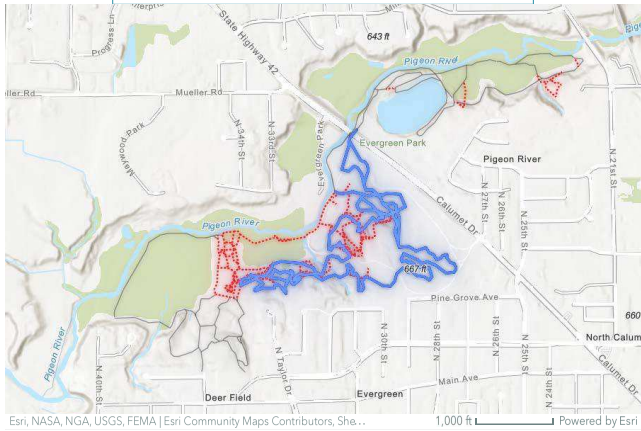
14/25

4/17/24, 2:03 PM

ArcGIS StoryMaps

made to accommodate and complement the phased park improvements.

Show Other Trails



Revegetation Efforts

Trails that are not part of the established route may be decommissioned with educational signage to encourage trail

<https://storymaps.arcgis.com/stories/642775c6278e486cbf717da51e5abda/edit/print>

15/25

4/17/24, 2:03 PM

ArcGIS StoryMaps

users to stay on designated pathways or maintained as alternative trails.

Trail closures may improve wayfinding and reduce the rates of erosion associated with unsustainable trail grades. Learn more about sustainable trail design in IMBA's [Guidelines for a Quality Trail Experience](#).

<https://storymaps.arcgis.com/stories/642775c6278e486cbf717da51e5abda/edit/print>

16/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



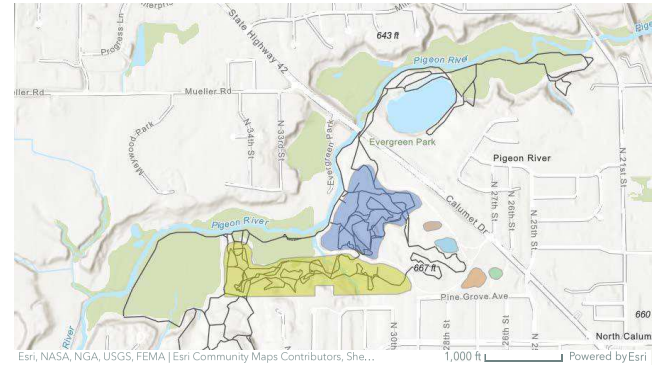
Bridge in disrepair; trail should be decommissioned.

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

17/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



New Experience Zones

Community and stakeholder feedback will play a key role in guiding the planning efforts in the park.

The experience zones shown here are potential locations based on the available terrain and proximity to other park amenities. The exact types and locations of zones, trails, and amenities will be dictated by community feedback, existing infrastructure, and future field design work.

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

18/25

4/17/24, 2:03 PM

ArcGIS StoryMaps

The following shared-use and bike-specific trails and amenities are being considered in this plan:

- [Bicycle Playground Zone](#)
- [Intermediate Skills Zone](#)
- [Advanced Skills Zone](#)
- [Pump Track Zone](#)
- [Bike-Optimized Zone](#)
- [Traditional Singletrack Zone](#)

[View Aerial Imagery](#)

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

19/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



What Happens to the Existing Trails?

After community feedback is gathered and assessed, IMBA Trail Solutions will develop a phased plan for designing and developing new trails, amenities, and experience zones in Evergreen Park.

The plan will include recommended trail re-routes, closures, and additions to maintain a coherent network of trails during the phased construction processes.

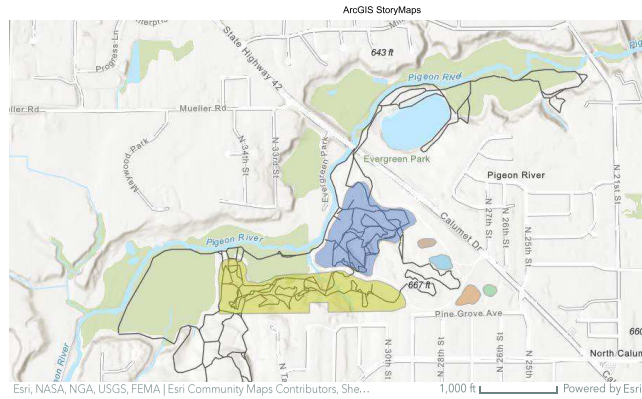


Development of new trails and amenities may require some existing trail re-routes and closures.

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

20/25

4/17/24, 2:03 PM



Tell Us What You Want!

Do you have feedback on the future of Evergreen Park?

[Click here](#) to learn more about the proposed shared-use and bike-specific trails and amenities.

If you already feel informed, hop straight over to the [Community Survey](#).

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

21/25

4/17/24, 2:03 PM

ArcGIS StoryMaps
WHAT DO YOU WANT TO SEE IN EVERGREEN PARK?

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

22/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



<https://storymaps.arcgis.com/stories/642775c6278e486cbf717da51fe5abda/edit/print>

23/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



<https://storymaps.arcgis.com/stories/642775c6278e486cbf717da51fe5abda/edit/print>

24/25

4/17/24, 2:03 PM

ArcGIS StoryMaps



[FILL OUT THE SURVEY!](#)

<https://storymaps.arcgis.com/stories/642775c6278e486dbf717da51fe5abda/edit/print>

25/25

APPENDIX C: SURVEY COMMENTS

Please explain the park improvements that are most important to you.

Submissions: 149

new singletrack. I also like the possible future of kids development

smooth flowy singletrack mountain bike trails (bike only) are what i would prefer

"- A trail network that flows well and includes single track that is fun to loop a few times over.

- I would like the improvements to take keys from other Wisconsin trails. Like New Fane and Minooka park as I feel these are similar in size to Evergreen park. Evergreen has the potential to be on another level.

- Maximize gravity features

- I noticed the ""advanced skills zone"" has been located in an area with little elevation change. If this was designed to be just skills, awesome, just don't build the network without a few drops or jumps with alternative lines.

- If funds are better spent making Evergreen the best it can be, don't spend much on Quarry.

Maximize quality over quantity, follows the same philosophy of my first point.

- Ensure the park improvements can handle a large capacity increase. This could become quite a bike stop for those traveling further north.

"

taking advantage of the terrain and available acreage to make evergreen the best possible biking destination

I've pedaled these trails since the mid 90's and they evolved into a mess of trails going every which way. I think that a designated mtb loop would help clarify the trail system and the intended users however I don't think that just using strava heat maps and the choice of the "blue trail" is adequate. There are enough trails that multiple loops could be made to highlight the different terrain and characteristics of various sections of the trail. This would be similar to the trail marking system at the Kettle Moraine park in Greenbush. Multiple loops could be created. The inclusion of a skills area and possible pump track would be welcome additions but

the machine built trails and the big jumps are not. This area is not a downhill or extreme jump trail in character. It was always a cross country trail. Dont change the character of the trail. Opening it up to younger riders with the skills areas is a good way to get people and younger kids into the sport.

I would like to add additional length to the trail system already in place and design the trails to be used in all weather. It can get quite muddy in some areas which can cause rust. If these could be rerouted or packed with another material, it would much improve the trails.

How will all this be funded? I propose you tax the people that want to use it or charge a fee to the park. Do not use taxpayer funds for these projects

It would be amazing to be able to bike with a Burley for our kids. Have wide enough trails to do that and have it be kid friendly too.

Improved or additions to Mountain Bike trails

Probably all the different kinds of tracks above are important. I am just not that familiar with them but would likely support them. Anything to get and keep people being more active in as safe an environment as possible I would be for.

I would love to continue to ride my mountain bike through single track courses and see them improved. I enjoyed walking and running on the paved path in the park too.

Not much to report but to keep downed trees off the trails. I don't like the added sand in the back section singletrack near Mill Rd but that section is usually really wet so I get why it's there. Otherwise you guys do an incredible job keeping those trails in good shape and rideable.

Defined routes that cater to the environmental sustainability and promote shared use safety. This would include directional signage as well as informative signage for different users.

"Signage. Include bike/pedestrian etiquette.

Bridge improvements, with material that is not slippery when wet.

All trails should be shared trails but directions for bikes and pedestrian opposite direction.

I would like to see the upper middle area for all terrain wheelchairs/wheelchairs and this area made wide with pull over areas when needed. This would be a great area for folks with disadvantages who need a specialized bike. . Also for walkers and family members. Nature does a body, soul and mind good. Government funding for mental health and well-being. Funding from hospitals.

I hope none of the wooded areas that run parallel to the busy roadway is used for anything. I would encourage these two sections to be left wild to eliminate public usage away from the cars that go very very fast past the park. Also, when the deer get spooked, and they will, this is where they escape to.

After 20 years trees have suffered with foot/bike abuse to their roots.

“

Most important to me is to re-route / maintain existing single track for better sustainability and drainage working towards better transitions from one trail area to the next. The issue with the current trail system is the lack of one main trail system for users to know where to go. I ride Evergreen about 3 times a week so I can create a route that pairs together put new comers would be lost. Another opportunity is the trails require a lot of climbing with no give back on the descents do to poor routing, tight trees, and lack of flow. I would like to see a trail hub with some flow trail runs and jump lines while maintaining natural single track loops around the perimeter. Winman trails is the perfect model for what I would like to see to get the whole family riding.

Maintainence of hiking trails; create trails for bikes only.

Restore creek/outfall area on south end of park. Improve connection between Evergreen & Quarry. Increase/improve emenities at Quarry.

“I come to Sheboygan a few times a year and occasionally ride at the park. I regularly drive to Michigan and bentonville to ride.(10-15 times a year.) I would ride in Sheboygan weekly if the trails were worth it. - amazing trails + good food and drink has helped transform Sleepy towns into destinations, but more of the same calm XC trails are not what get the attention of people willing to come from out of town. ”

“It’s hard enough to walk through the park with traffic much less adding bike traffic. It’s a safety issue for bikers and drivers. Leave the beauty of the park alone. I don’t object to

having these items available but put them by the Quarry.”

“Would love to see Evergreen host XC races again. Would also love to see the natural singletrack stay. Machine built trails are cool and all, but Evergreen is home to so many unique, Midwest wooded area features.

Well-marked trails and one directional will be the BIGGEST thing you can do. Please!

But also keep in mind fatbiking in the winter. ”

“First, let me express that while I won’t use most of the bike enhancements illustrated in your survey I applaud creation of them if there is interest, as long as there is a plan to finance (User Fee) and upkeep.

We (husband & myself) love biking in the woods (Peninsula State Park -great example of shared walking/bike trails).

Most important to me are walking trails and wide biking trails. However, electric bikes are proving to be creating a need for a creation of additional biking etiquette as a fast moving silent bike overtaking an unsuspecting bicyclist on a narrow trail can cause accidents.

As with most biking activity, shouting out or sounding a bell/horn well ahead of overtaking a walker/runner/slower moving bike sharing is necessary but not practiced.

Signage might help.

Another observation. The park trees look neglected. Don’t see areas of new growth or structured reforestation. Trees look tired. By comparison Maywood has life to it.

Thank you for your efforts. ”

No improvements needed leave park in a natural setting and save tax payer dollars,these so called improvements would be a big waste of tax dollars

Leave park natural and use the money to fix roads try biking on Sheboygan roads as this equals several flat tires a season and some bent rims

Maintaining the natural surface bike trails. Maintaining while leaving the park as natural as possible to enjoy nature’s beauty while riding.

staying healthy with hiking and biking are great exercise for all ages, any improvements with trails for walking,biking, children bike activities are all positive improvements. Also, a park area

is safe and hopefully offers bathrooms.

I'm a daily walker/hiker at Evergreen and Maywood, with the benefit of gaining entrance to the parks on foot. I understand the need for enhanced bike trails, especially so they don't coincide so much with hiking trails; at times it's dangerous for those on foot when a biker comes out of nowhere. Rejuvenating that which is in disrepair and better signage is important to me for safety, aesthetics and enjoyment. However, the thought of using more of our already diminishing wooded space, thus threatening wildlife in their shrinking habitats and just plain disrupting a peaceful park is alarming. From what I can see on the plan, it appears the public park will change dramatically for a just a select part of the population. I'm curious if Maywood is involved in discussions regarding this plan. Perhaps biking should be prohibited there if Evergreen is to become a beefed-up biking venue, but ultimately, I'm against development of that magnitude in that space. I look forward to learning more.

This is very important because it give children, teens and adults something to do and is great exercise and great family time. It's great to be with nature and appreciate the beauty. Note it was difficult to move the square on how important it is to you, could not move for better importance . Thank you

Removal of invasive species along with habitat improvement for wildlife are VERY important to me. I would like to see a parallel situation (or overlap) with the plans for Maywood Environmental park, including the Quarry Park property as well. I am a lifetime biker (main mode of transportation most of my life, despite it NOT being mainstream/accepted in the past like it is now), including many LONG distance trips, but am now ailing in health as I age. At least hiking and animal watching still gets me outdoors. I am in favor of encouragement of biking, especially for youth, but am concerned with mountain bikers misusing areas (happens a lot now!) meant for just hiking/animal observation (quiet use of the outdoor trails). You will have my full support when there are guarantees built into the plans that keep bikers from disturbing the wildlife habitats while still sharing the park with the entire community.

Don't mind having one well designated biking path through the woods, but also would like to see better groomed trails for hiking. If you want a high speed/bike stunt area, don't put it in woody area, otherwise it will chase away the wildlife.

"Evergreen is an amazing asset to the community.

I would like to see better trail signage, especially if some trails are intended to be single or shared-use.

It would be great if at least one restroom remained open year-round.
A bike maintenance station would be helpful for the bikers"

As a coach/parent of the Sheboygan Composite NICA team Evergreen has become a very important asset in teaching the kids the skills they need to compete or simply have fun with the fellow teammates. While the current trails are suitable for practice it's not ideal for people who are not familiar with the trails. It's very easy to get lost so we are constantly directing the kids where to go. For me simple single track that is easy to navigate without getting lost and include some technical sections and ride arounds is perfectly fine but anything more would be amazing. The second most important topic for me would also be the ability to host mtb races at Evergreen again through, WORS, WEMS, NICA or any local effort.

Any proposed park improvement must keep the natural aspect of the park at the forefront. For example, please limit the amount of cement/hard surfaces that are added to the park! It is just not the right environment. That is why I gave the tot track/pump track a "Do Not Need" score. All of the other amenities would seem to have the possibility of having a low impact on the natural areas in Evergreen Park. Thanks for the opportunity!

Improvements to single track erosion areas, signage for summer and winter routes.

Having marked walking and biking trails for different miles and routes would be great. Children, teens and families need a space like this. Great to be with nature and explore. Many kids and adults are into biking, we need this. If you cannot bike, hiking is good exercise. Love the park in our backyard, don't have to drive far to enjoy. Please keep improving.

I am a mountain biker and trail runner. Trails are Definitely my concern. I'd love to see more maintenance by more than a handful of us that live nearby.

Better signage for mountain bike trail system as current system is very confusing. Better flow of trails and also trails that can embrace winter fat biking which has really exploded in the area. Maintaining the walking trails through Evergreen and Maywood is important to me. The improvements made to the walking trail make it much more user friendly especially in areas which previously would often be muddy. I have no problem sharing the hiking trail with bikers who are often very courteous.

Well marked trails with built features , kids skills and pump track could develop more riders... jump course could draw a whole new crowd of Sheboygan visitors

I rode the trails in Evergreen, The Quarry & Maywood for the first time in many years this fall. I did participate in the WORS races in Sheboygan in the 90's. The trails were easy to follow & were super fun. Now days the trails are all over the place, no signage to help guide you to a flow type of trail. There is great potential for singletrack in all three parks. Only hope for the best to bring back a WORS race to Sheboygan.

The absolute dumbest thing on here is the bicycle playground. First of all, evergreen park is basically on the outskirts of the city. People aren't going to load up the car with kids bikes to go and visit that playground, and, since it is in a higher class area of the city, who is this to serve? Not everyone will have equal access, plus kids literally have tons of other places to ride their bikes. Secondly, leave it how it is. There is not even enough traffic on these trails to create a conflict of space. You don't see the kettle moraine forest updating their trails to paved surfaces or widening paths for hikers and walkers, so why does Sheboygan think this is necessary? Fix our actual roads

As an avid trail runner, I think just keeping some trails for hiking/foot traffic is important. Thanks! "The Very Most and Important improvement is the EXTREMELY needed clean up of fallen trees and a Forester to assist in the future of new tree growth. All the listed bike stuff would totally ruin the atmosphere of Evergreen (PineWoods) park. Need to find a completely diff location for that."

"I'm most excited about the way finding and trail system. I've biked the park with a group and often feel like the trail system is a pile of spaghetti and would never bike it without someone very familiar with the park. The trail improvement and removing the eroding trails is also great.

I also really like the playground and pump track components. It's great for kids!

"

I feel the current trails are great if there could be a quality signed main route and a few of the smaller off chutes be closed. Hopefully some of the trails could be better maintained in the summer as the foliage increases as well as a good erosion plan for the trails near the water. A few side features or jumps would potentially bring some new excitement to the trail system for the new younger generation of riders.

"Making a clear trail route... safety for different skill levels.. and continuous maintenance plan.

It would also be nice to have groomed winter trails biking."

It seems everything is based on biking, not everyone bikes. When walking at Evergreen Park, I have run into many bikers that are just rude and feel they own the park.

I think the road could be fixed in some spots, but otherwise leave it alone. I hate overdeveloped areas and absolutely love being able to see nature be nature, and the animals peacefully living there. I think right now it has the perfect balance- you have your trails, playgrounds and picnic/party spots, and your nature spots. I honestly think taking away that to add some dirt mounds or make another park just for bikes would be a big mistake and take away from the beauty that is Evergreen park.

Because I have a family, it is important for kids to have a place where they can grow with the sport of biking. Which not only includes defined mountain biking trails with varying skill level, but also a bike playground for the most basic rider who is starting out.

Finding a balance of bike amenities that responds to community input and desires will be important. Providing a master plan that identifies potential future improvements (and locations for them) that may be beyond the current appetite of users, but is within the carrying capacity of the park, will also be important. Key word here is BALANCE.

Signage and flow, currently too many trails that are unclearly marked.

Just make it safer, include the emergency call buttons you see on college campuses.

Walk daily on paved road. Sick of dodging vehicles and bikes when park open. Also no road course. Very few bikes is vehicle follow speed limit

Repair old wooden bridges. Improve wooden marsh crossing. Don't mix bike and hike trails. I think the bike playground and skills development area are great ideas. I also think some easier single track area for families and beginners would be nice. Better signage and designated usage for hiking and biking would be good. A bike path from Maywood parking lot to Evergreen park along the river would be a nice way to cut through and not have to ride on Calumet. Challenging routes can be developed at Greenbush.

Most important to keep natural hiking trails. The park is full of wildlife which should not be disturbed.

Clear trail maps and directions. Seems very random now.

What is most important to me is that the project have as little impact on animal habitat and water quality. More trails = loss of habitat. Paving (I didn't see much in the plan-great) = seal coats deteriorate and end. up in the watershed.

Would love to see some modern jump/slope type things

"Annually my family extended, uses picnic area 5.

The surface pavement around the pavilion and restrooms is in desperate need of repair.

Also, when the new bridge was built, the grill area was removed and not restored. It would be awesome if that grill area was restored with permanent grills in a corral type area.

Annually, I participate in the Holiday Lights/Food Bank Run Walk as a runner. This last run in November of 2023 was a bit more challenging with the amount of potholes and seams that are opening up in the pavement. Would be nice to see that get resurfaced before the trails get resurfaced.

"

"I think all of these suggestions are great as Evergreen Park is an incredible place and is tragically under-appreciated. I'm a little skeptical that Maywood is going to let you make stuff in their nature reserve, but who knows?? All forms of bicycle recreation would be wonderful to get people, outside and active.

My only concern would be that whatever you construct does not (a) overlap with any of the walking and hiking trails - it is scary to be walking along the Pigeon River, for example, and have a mountain biker zoom up on you, and (b) that construction of these bike trails and features will not negatively impact any natural flora or fauna."

more hiking trails, allow dogs on leash, protect the wildlife in the park

I'd love to see the expansion and up keep of current offerings while maintaining the respect of the wildlife. I fear future projects may impede on the wildlife's already limited space. Which is part of what makes Evergreen so special.

I believe that updated hiking trails and bike trails are needed. I like the idea of the part for kids to bike. As far as the skills jumps etc. I am not sure it is a necessity however I do see how it would attract more people to the area and it is unique.

"Dedicated spaces for hikers and people on bikes that are separate to avoid conflict is huge. Also would prioritize things that enhance or compliment natural environment vs degrade it in Evergreen- like single track takes advantage of the natural topography, and by having a dedicated track cuts down on erosion and 'spiderwebbing'. Love the idea of a centralized bicycle recreation zone- and there could definitely also be opportunities for things like pump tracks in other areas of the city- either in existing parks or on reclaimed space on overly wide streets.

Keep up the great work!"

Even though I do ride a bicycle I'm not that interested in the mountain biking or the jumping etc etc. That doesn't mean I wouldn't support those kind of improvements if it's really desire of the community. I do feel though that too much building and reshaping of the park to accommodate specialty biking let's put it that way will take away some of the quiet enjoyable nature of the park that exists now. Shared hiking and biking trails don't appeal to me. I've had to take defensive action as a pedestrian to get out of the way of bicycles on these types of trails. Not good.

"Please don't try to take over the park for the elite few that do this kind of biking in Sheboygan. On any given week, other than the Tuesday night fat bike rides in winter, there are 0-10 bikes out there for the week. Let's be honest here... entry level bikes needed for this are \$2500+ and that is for a base aluminum FS bike and maybe \$1800 for a base hardtail which won't be a very pleasant ride. lol not exactly COMMUNITY orientated.

There are more hikers, dog walkers, birdwatchers and elderly ppl walking the trails exponentially than there are bikers. I've ridden the trails multiple times and I still don't know which freakin way to go. The only thing I could recommend it to mark the trails better and clean up all the crisscrossing trails to make one easy to follow trail. Just don't take the trails away from the people who ACTUALLY use them on a REGULAR basis.

Thank you

PS I'd be better served as a disc golf course ;)"

Dedicated bike and dedicated walk trails will be essential to enjoyment for all. In addition, designated use should be more ecologically sound. Signage to prevent unauthorized use of non-park property is essential to be a "good neighbor" to all.

“Mountain biking is a must to include in any new park expansion. The addition of skills parks and dirt jumps only adds to the variety of individuals who will make use of the park for its trails. Not all trails must be bike specific, but jump trails definitely should be for safety and any sort of faster descending trail it is nice as well.
Thank you! “

I have recently been to Bentonville Arkansas Mountain bike trails. I think the trails there could be a good model to use at Evergreen.

Improvement of the existing trails and easier to maintain. Would love to get involved and maintain trails with an organization

Lots of these would be very cool multi-use with One Wheels so definitely hope that is an option. Been using Evergreen for 30 years and love the area!

“I live 3 blocks from the park, am 72 and do not off-road bike. I only hike through the park and into Maywood Park and Quarry Park. I could walk the road only, but traffic can be heavy in summer so it's nice to have the trails through the park. Because of the traffic, I also do not feel safe biking the road around the park. I understand how bikers would like extensive trails through Evergreen, but I feel it would be very anti-environmental and cause much quicker erosion issues. My feeling is there needs to be much more planting of trees in the park to save it. So many went down in the storms the past few years and are not being replaced. I would hope an environmental impact report would be done on how more trails, bikers, and bike playgrounds would affect Evergreen, a rather small park.
With all the walkers and picnickers using Evergreen, I really think a different location should be found for bikers, such as the Kettle Moraine trails.”

“Clear and easy to navigate trail system for sure.

Varied skill level riding options, like skill parks, or the trails themselves. I have kids 10 yrs old and under so finding ways to include them in mtb is really important to me. They love the beginner loop over at Heritage Trails in Slinger. Grown ups also have a blast there as well because we can rip the blue or black trails while they take a snack break.

Additional thought on skill parks- Baird Creek, as another local example, went all jumping focused. Not everyone is comfortable with or enjoys jumping so please mix it up. Rock gardens, log/bridges, etc. things to teach all of the skills.

Flow trails are a blast but I'm glad to see some single track will remain! Both are fun and variety is great.

Thanks for all of the efforts that have gone into this!!”

An additional entry/exit for emergencies. Fixing the main road through the park, that has been in poor shape for years.

Somewhere to ride mountain bikes with high intensity jumps, wall rides, and obstacles.
“Evergreen Park is where I first learned how to ride MTB 15 years ago, but rarely go anymore because the trails have deteriorated. I mostly ride Greenbush now.

For years, the lack of signage and the DIY trail building has made the place uninviting to newcomers, though for old riders, the choose-your-own-adventure rebel spirit made the trails fun. And sharing the trail with hikers, in my experience, hasn't been a big problem. However, if new trails encourage more riders, it will likely become a problem.

I love the playground/pump track/skills ideas--anything to help kids and adults fall in love with MTB and personally grow as riders.

Thank you to everyone involved in this process. I know it's been years of work and lots of effort. I appreciate the vision and the dedication you all have to making this already awesome park a powerful community resource. “

We snowshoe, hike, bike, jog, run, walk the dog at Evergreen. We need to optimize the small footprint of the park to gain as many miles of XC trails as possible. We also need jumps, berms and flow. Flat dirt sidewalks are fun to a point but there is no progression for the riders.

Add clear signage! If no other improvements are made, mark the trails, difficulty, distance, and intended direction of travel. That would make the park more welcoming and less frustrating for visitors and regulars alike.

A system of marked trails that are open to running throughout the year and better utilize the terrain would improve the park. I enjoy the trails, but with so many interconnected trails and no signage, it is not possible to plan out an interesting route and know where any fork will end up. The trail along the river through the quarry is interesting but tends to be very marshy and close to the river, so it often floods.

Please leave as much wild green spaces alone as possible for the animals and plants that call

it home. Maybe develop the old hospital site or other underutilized perks in town for bicycles. Evergreen is a rare wonder you can't get back easily with so much development surrounding it. It is sacred to those who call it home.

More hiking only trails

Dedicated mountain bike trails, kid-friendly activities, and skill building are the most important to me. Creating a space for kids and beginners to start and hone their skills would ensure a growing biking community and continued interest in mountain biking and further developments. Additionally, an area for more experienced bikers would maintain interest in current bikers and even bring in bikers from outside the area.

Too many bike trails have been created without consideration for the integrity of the ecosystems present in the park. Land erosion and the spread of invasive plant species along the many trails is a significant issue. I would argue for a limit on the number and extent of trails, and for use sensitive to the park lands. Opt for wisdom over wide open usage.

"Please keep in mind that there are many hikers that use the park and there should be some designated trails for them. There should be clear signs if bikes are allowed on specific trails. Thanks "

Dedicated bike trails separate from hiking

I often walk the trails and road at Evergreen Park. I often walk my dog on trails and the road. I would be totally disappointed if I could not use the trails at Evergreen and the Quarry to hike and walk. I don't want to compete with bicycles though while walking the trails so please keep hiking trails apart from biking trails.

Please consider the wildlife and old growth forest of this gem of a park. Hiking and biking trails that are separate and marked would be an improvement.

I would love to see more mountain biking trails, technical, skills jumps and things like that.

Trail system and features and maintenance of them

Safety of separating MTB versus hikers - I have come up on people hiking/walking dogs many times and it can be dangerous. Combating erosion on trails and fixing low-lying spots that are

continuously wet and muddy (by re-routing, building bridges, etc.). Repairing existing bridges that are falling apart. Fixing areas that do not seem to be designed properly (sandy off-camber turns in an otherwise flowy portion).

I appreciate this group taking interest in the park and wanting to do good for the community. I recognize that biking events bring new people to the area and spend their fun money here while visiting. I take issue with one group tailoring a public area for their use. I also recognize that this is a green spot where animals take refuge. When Jacyees shuts the park for the light show, it's for the good of the community by raising funds and food for the disadvantaged. When bikers or biking events happen, it may feed their souls and drop some change, but that's about it. Seems a bit self absorbed. I'm a walker. There's been more than one time that I've almost been run over by a biker crossing a paved area to continue on their trail. Evergreen Park needs to be cleaned up of dead trees. The trails inside the woods needs a refresh, but a few of these ideas go a bit too far. Evergreen is a treasure. It needs to stay a treasure for ALL residents. Bikers are a small group of those residents.

I love the idea of the bike playground as a place for children without anyplace to bike to come to learn and enjoy bike riding!

"Bike infrastructure for kids (pump park, playground and skills trails) Professionally designed and implemented signed, one-way single track with incremental difficulty levels for a range of users. "

I have done the WORS mountain bike races at Evergreen Park/Sheboygan Quarry since 1999. I live in Sheboygan and often ride the mountain bike trails in the parks. I would like to see designated trails that are marked. They also should have A and B options to bypass gnarly sections.

"I am concerned that increased use of the park will disturb the wild animals and birds and damage the natural areas of the park. I like watching birds, hearing birds sing and watching the deer walk in the park.

Currently there is no enforcement of the rule about keeping dogs on a leash and no dogs allowed in Maywood Park. Will there be any enforcement of the rules and penalties for violating a rule by bicycle riders?

I am concerned that I may get hurt by a bicycle running into me. I am hard of hearing and do not hear a bicycle approaching. "

"I don't have a problem with single track cycling in the park, it is a good opportunity for fun

exercise. However, the natural beauty of the park needs to be preserved and enhanced. The Bike Playground, PumpTrack, the Skill Zones, and Bike Optimized Zones all appear to detract and harm the natural beauty of the park. Many of these are better suited for the open grasslands found in Quarryview Park. The Evergreen/Maywood ecosystem should be preserved in a natural state as much as possible. It is especially important to keep bikes out of Maywood as the bikes erode trails, spread invasive plants, and some bikers tend to create their own, new trails.

Finally, on the southwest end of the bike trail system the trails presently cross private property owned by the Mayer family. This needs to be purchased. "

"Signage is a must. Topographical signage showing what trails are there and let the person decide their route.

Trail maintenance on a bi weekly basis to control over growth and stick clean up. Could be monthly once maintained.

Dead fall on the side of trail needs to be logged or cleared out. After the initial big storm clean up, the city has never followed through with anything they said they would.

Skills park designed for ALL levels of riders,(not just beginners) to be able to session features and obstacles to gain confidence and bike handling skills to better their experience on a trail. " The parks vegetation is the most important thing to me and it looks very neglected. I am not sure why it has lost its Vitality and variety of plant life.

"The connecting park and trails are fine as they are. I've have to many close calls with bicyclist walking around the Quarry and in Evergreen Park"

I love to walk on the paved surfaces in good weather. I enjoy the beauty of the park. We have rented space for events. The grandchildren have used the playground. I have visited the Share the Spirit in the past but stopped because it has gone too far in my opinion. I don't like how they are taking over the park and doing damage to the environment and I am concerned that it is harmful to the animals who live there.

Bicycle playground, year-round pump track and skills development areas and, some fast and flowing jump lines that will keep riders excited and engaged and inspire the new riders to want to reach that level of skill . Any improvements that are highly visible from Calumet Drive and are rideable year round are important for the economy and the spirit of Sheboygan residents.

I do not feel that the park needs to be "improved." It is a perfectly wonderful natural space. Please do not put in installations that will degrade the natural beauty and peacefulness of the place.

Leave it as a hiker, runner park without bike trails except maybe as playground areas. I hike at Evergreen every one to two weeks and appreciate the quiet and beautiful trees (like the great cedars) and sights like an oriole (and its nest) and a magnificent barred owl, which I've seen there several times. The city should do nothing to disturb or degrade the natural beauty of this special park, which bicycle trails would do. How many trees would be destroyed in pursuit of biking? How many birds and other animals would have their peace disturbed? My hope is that officials will be wise enough to concentrate on keeping the park natural and safe for its natural inhabitants.

Improve do not destroy!

Improving the trails as is (rerouting as needed) with signage is most important. Adding other things to the park would take away from the wildlife and the peaceful, calm feel in the park. The park really isn't that big and adding extra activity areas will take away from the 'out in nature' feel to it and where are people gonna park? It is unusual to find a park like this in the city limits. I also have concerns of who is going to maintain all of this? As it is now I think there is more that can be done to improve our parks/facilities that isn't happening and adding more items to take care of isn't in the best interest of the city.

Maintaining the atmosphere of the park vs adding attractions that will interrupt that.

Having trails slightly challenging, not easy that your just pedaling around, but not hard that you need to be an expert

Optimizing trails for distance and flow.

I am an athlete of extreme mountain cycling downhill I am from Nicaragua and I am very interested in the project of carrying out an open park with all the facilities to learn and improve in cycling, In the same way, make many friendships in this beautiful country and thus also share a little of my skills on the bicycle with other people

I love the Evergreen trails. I love that it's in my backyard. My biggest concern is that it is really hard for people to come and ride the trails as they are almost impossible to follow if you don't know them well. They could definitely use some improvement especially after the big storms a

year ago. I would love to see all of the above, but my highest priority would be improvement of the trails that are already in place with the option to add onto later on and to keep everyone happy as it is a public space. Also less dogs or more dog rules.

I should preface by saying I am an older rider (age 75) who has walked, biked and (once upon a time) skied at Evergreen Park for years. From my perspective, it seems most important to renew the existing trails, which after years of repeated use have become increasingly more difficult due to erosion and exposure of tree roots, or to create new ones so that the old ones can be let rest and recover. I can see where such things as a tot track and bike playground might be nice in terms of encouraging a new generation of riders. I have no idea how much they would be utilized. It seems to me that improvements like jump trails and free-ride trails would be quite costly and use might not justify the expense.

My kids and family love to mountain bike and would utilize the development of more tracks and obstacles in the park.

One of the most important parts will be signage for the bike trails. There are many times where I'm not sure if I'm located on a specified trail or just willy-nilly riding through green space. Thank so much for doing this!!

"I really think we need to retain the wild and natural space that it is.

I don't think paving is a good use of our wild spaces and money.

I think If the call is to encourage love for biking I think we need to be thinking all season and money would be better spent on an indoor park.

"

Better flowing single track bike trails.

Rideable mountain bike trails and organization around sustaining them.

Enhanced walking paths, more direction see signs of where you are going.

The irony is that Evergreen Park is not accessible by bicycle or any non-motorized transit. Sheboygan lacks cohesive, coordinated, interconnected trails, designated bike lanes (actual 5 foot bike lanes where no parking permitted), sidewalks (again, in compliance, without gaps,

pedestrian activated signals where necessary), etc. to facilitate usage of the park for everyone. It's also not accessible by public transit.

I don't feel that the bike trails in Evergreen Park are a good idea, at all. It should be kept environmentally safe and the natural beauty preserved. The bikes already are a hazard as they come racing through the trails and across the paved road, not paying attention to pedestrians.

id like to see walking trails for pets.

"I've been riding these trails for as long as I've lived in the Sheboygan community (~20 years). Recently they've been in great need of repair/maintenance. The SCC group has done a great job of getting the trails rideable again. It would be amazing if we could get the trails back to being a destination point. My family and I often plan vacations/day trips based on area trails and I believe this improvement could be a tremendous boon to the area.

In my opinion, skill parks and pump tracks are a nice feature but sometimes come with a high cost while the primary allure is the main trail. Consider Baird Creek in Green Bay where a lot of funds were used to develop these features with not as much resources devoted to the main trail vs Standing Rocks in Stevens Point that lacks these features but has an amazing trail system. We will always prefer Standing Rocks over Baird Creek when choosing a destination.

Thanks for your efforts!"

Please do not destroy the natural habitat with more mountain biking. Many bicyclists already ride their bikes in Evergreen and Maywood parks in a disrespectful and dangerous to hikers manner. Disc golf has also ruined some of the parks for anyone not participating in the sport,I have come close to getting hit while walking nearby several times (not on the course). I think it would be nice to leave some places to the nature and nature lovers. Just my personal opinion.

We need the youth to have places to be outside , a place to meet friends and burn some energy . Also adults like to hike and ride bikes together.

I think the trails need to be improved/redone due to the deterioration. I don't think the park is big enough to handle the increase in potential traffic due to the changes proposed. How will the maintenance costs be paid for when some improvements to the park aren't done due to funding as it is? For example the park road, removal of the many downed trees as well as the condition of the trails currently.

I ride through Evergreen mountain bike trails usually to get into Maywood because the trails at evergreen are so terrible. The number of roots and rocks wreck the trail experience. Some fun single track and a pump track and toddler track would be great since there isn't much else in the area.

Park needs to be cleaned up from storm damage. Bike trails need to be marked and kept in same order and not to deviate from them. Hiking trails need to be included within the park. Biking needs to designated one way only. Curtesy needs to be to the walkers by bicycles as they do travel at faster speeds and are upon walkers quickly.

Bikers are going fast through the woods and have almost hit walkers. There are too many animals here to have bikes speeding through here

Signage and clear paths so that trails are easier to navigate. It can be fun to just explore and try different routes, but not when you end up on a trail that is either too technical or dead-ends where you don't want to go!

I would love to have something like this in my own backyard. My kids and I are forced to travel in order to experience the biking we love to do. It's about time our city has some of our own for its residence to use. This will bring in people which will help the city. We look forward to seeing what is done with this amazing opportunity.

Signage!

Ez trails for the adult who wants to ride off road, not do jumps, berms or anything fancy...just the joy of riding a mountain bike off road! If you want adults interested, you can't just do ramps, berms, sharp turns, etc...they need to begin with the simplicity of mountain biking & becoming skill comfortable!

Please make a big push for better development of bike park paths. This incentivizes kids to look for new areas to explore and new adventures to be made daily. By investing in the environment around us, kids can continue to look for more activities to partake in locally within Sheboygan instead of having to travel to any of the major surrounding cities. It took an unfortunately long time for the cities skatepark to be updated, and seemed to be a battle to even get one reopened. Sheboygan needs to diversify its activities instead of heavily investing in sports and only sports. By helping to diversify the amount of available activities, kids can really learn and

decide what they like to enjoy, and hopefully continue with partaking into their adulthood. Physical exercise is great for all, and by continuing to invest, diversify, and explore new areas it can continue to better the lives of the surrounding communities.

I think having some of these extras for biking is a great idea as long as it doesn't take away from the walking trails or affect the wildlife and natural environment of the park. I love how rustic and untouched the trails are.

Improvement and continuing maintenance of single-track mountain bike trails are of highest importance to me.

Keep natural habitat for wildlife. We love walking & biking through the park to see all the wildlife.

I miss the snow and XC skiing @Evergreen! Snow shoeing also works!!

The beauty of this park is the Nature. Constructing some of these things will take away from that beauty. The trails are often full of wildlife. I always refer to this park as a gift of nature in the midst of a city.

Having mountain bike trails that are worth bringing friends from out of town makes it so I'm bringing people to Sheboygan rather than we are going to other counties that have great single track trails. I visited over a dozen trails with friends from out of town, but we never came to Sheboygan.

I would appreciate better marked trail system whether it's for hiking, biking or both.

Well built single track would be great. I understand that the more features the more maintenance, but it would be awesome to have some more exciting riding in the area!

Just getting a marked trail with some banked corners would be fine for me.

Most people cannot ride evergreen park in its current standing. It is difficult to navigate and the trails are not maintained or labeled well. Other communities have invested in cycling for community members and it has paid dividends. This assessment and suggestions support outdoor activities for all ages while providing a unique space that will not only serve the citizens of Sheboygan but will surely become a cycling destination adding to the tourism that benefits everyone in the city, county and beyond. There's no space like this within 50 miles in any direction

and this is a family and community friendly plan. I fully support the plan and look forward to helping out with the execution and development of this plan. There are many places to hike in our community but very few places to mountain bike and no places to jump, flow ride, work on skills, kid friendly areas etc.

No improvements needed

Hiking trails

Better tree care for safety and better marked and responsibly built purpose built trails.

The park needs updating but doing the bike trails is not one of them. Improve the walking area and play areas in and around the park.

1 way marked trails are important.

Years ago the park had a great cross country ski trail system that also is the biking trail in season. A wider easier marked trail system with a variety of loops and trail markers. Also consider the old mtb. race coarse in addition to the old ski trails. Some where along the way someone was just cutting to many trails in and the trail system lost any flow it had. Let us not eliminate the great cross country skiing park that Evergreen use to be.

I would love to see the hiking area with the little bridges on the southwest side of the park restored. Bring back Witches Hollow. Remove some of the dead trees that fell during the windstorm to improve the beauty of the park. Thank you. I hope I'm not too late in responding to this survey.

PAGE INTENTIONALLY LEFT BLANK

Evergreen Park Concept Plan



Shared Use Perimeter Trail

A Mountain Bike Flow Trails

B Asphalt Cycle Pump Track

C Mountain Bike Skill Zones

D Youth Bicycle Playground

E NICA* Warmup & Skills Zone

F Jump & Advanced Features

G Shared Use & Hiking Trails

*National Interscholastic Cycling Association Student Athletes

Presented By:
Nathaniel Darling
Judd Baumann

SheboyganCountyCycling.org



EVERGREEN PARK

SCC Vision: A Wholistic Approach



For Sheboygan County to be a place where cycling is ubiquitous.

- Communities are connected through safe cycling routes and Greenways encouraging people to cycle for trips 5 miles or less. Ride-to-Ride instead of Drive-to-Ride
- Increase access to recreational opportunities so all age groups can engage in fun, healthy activities in nature
- Bolster Sheboygan's Outdoor Recreation Economy
- Renewed awareness of Human-Environment Interconnectedness

Recreational bicycling as a “gateway” to utility bicycling: The case of Charlotte, NC

Robert H. W. Boyer • Published 2 January 2018 • Geography • International Journal of Sustainable Transportation

ABSTRACT Riding a bicycle for utility purposes in US cities is rare, especially in historically automobile-dominated cities. Using data from a transportation survey administered to 406 residents of Charlotte, NC, this paper reports on the results of a logistic regression model that predicts the influence of an individual's recreational cycling frequency on the odds of that individual riding a bicycle for utility purposes on a weekly basis. The odds of an individual riding for utility purposes at least once a week increases dramatically as an individual rides more for recreation. Recreational cycling appears to offer a space in which individuals can acquire a threshold level of skills and materials necessary to ride their bike for utility purposes. Results suggest that plans to increase utility cycling in an automobile-dominated city like Charlotte ought to emphasize and fund opportunities for residents to ride recreationally, and consider how experience riding a bike in the temporally- and spatially- flexible context of recreation can encourage more individuals to ride to and from errands, school, or their place of work. [Collapse](#)

Study Shows \$7.8 Million Economic Impact of Mountain Bike Trails



pb BRICE SHIRBACH

A study conducted by the University of Wisconsin River Falls Research Center (UW-RFRC) and Chequamegon Area Mountain Bike Association (CAMBA) has shown that mountain bike trails brought \$7.8 million a year to Bayfield and Sawyer Counties in Northwest Wisconsin.

Building the next generation of environmental advocates

With Trek's support, NICA is expanding its influence — and having a generational impact on the environment

The National Interscholastic Cycling Association (NICA) is the governing body for middle and high school mountain biking — and they're on a mission to transform lives, revolutionize youth sports, and build the next generation of cyclists.

They're making a real and compounding difference that benefits communities and the planet. Since 2009, when NICA began with a single league in California, the organization has expanded clear across the United States and beyond. There are now 32 leagues with 962 teams in the US

serving over 38,000 student-athletes and coaches. With pilot programs in Australia and soon Canada, NICA is ready to make an impact around the world.

The success of NICA is rooted in the program's values. From the beginning, they've focused on fun, inclusivity, equity, respect, and community, with an emphasis on both camaraderie and inclusive competition. Through this approach, NICA fosters an environment where kids learn to love bikes and wellness — and this translates to a lifelong love of the sport.

**People don't need
trails,
the Land does.**

TONY BOONE



Evergreen Stewardship

SCC has partnered with the City of Sheboygan to maintain the trails over the last three years, logging over 323 hours for 2024.

Our focus is to create a more pleasant outdoor experience by:

- Reducing User Conflict
- Repairing and Building Trails and Infrastructure and Decommissioning Worn, Damaged, or Rogue/Social Trails
- Protecting Nature through designated trail routes, erosion mitigation, invasive species control, planting native trees, grasses, and forbs, educating users and volunteers on land stewardship



Item 6.

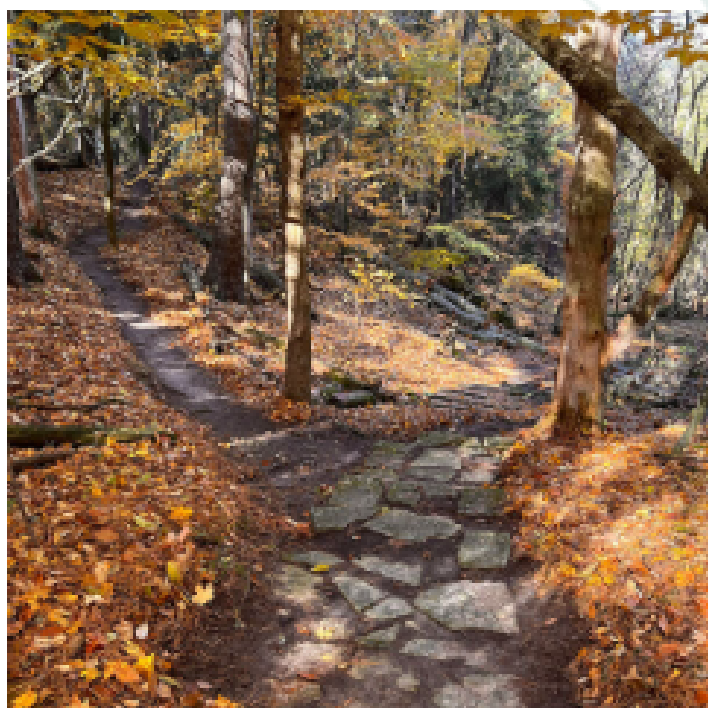




Item 6.

TRAIL CONDITION REPORTING

Evergreen & Quarry Parks
-Sheboygan-



Evergreen Park

● OPEN

Powered by Trailbot

Get the Android or iOS app for notifications

- **Safety** - Inform users of unsafe conditions and closures
- **Maintenance** - Trail users can report issues
- **Preservation** - Closing trails online limits trail use visitors.

Greenbush Trails
-Glenbeulah-



Greenbush

● OPEN

Powered by Trailbot

Get the Android or iOS app for notifications

EVERGREEN PARK CONCEPT PLAN

SHEBOYGAN, WISCONSIN

MAY 2021

Prepared For:



Prepared By:



2021 Concept Plan Takeaways

#1 Manage and Improve Existing Trails in Evergreen Park

#2 Develop Trails and Bike Facilities That Deliver High-Quality Trail Experiences To The Community *

#3 Provide Healthy Activities for Residents With a Focus On Attracting Youth

#4 Provide A Training Facility for NICA Teams *

#5 Re-Engage Volunteer Groups to Assist with Advocacy And Maintenance

EVERGREEN PARK TRAIL ASSESSMENT

SHEBOYGAN, WI

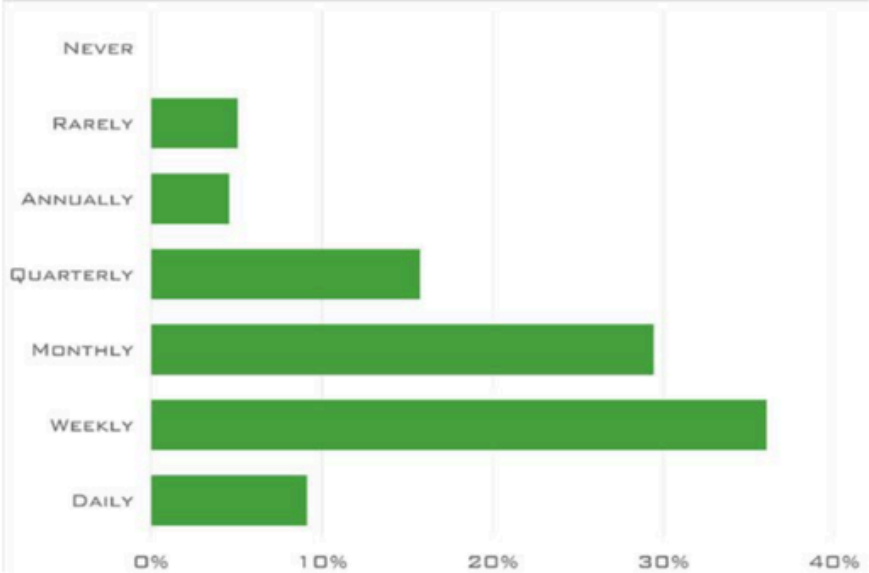
SPRING 2024



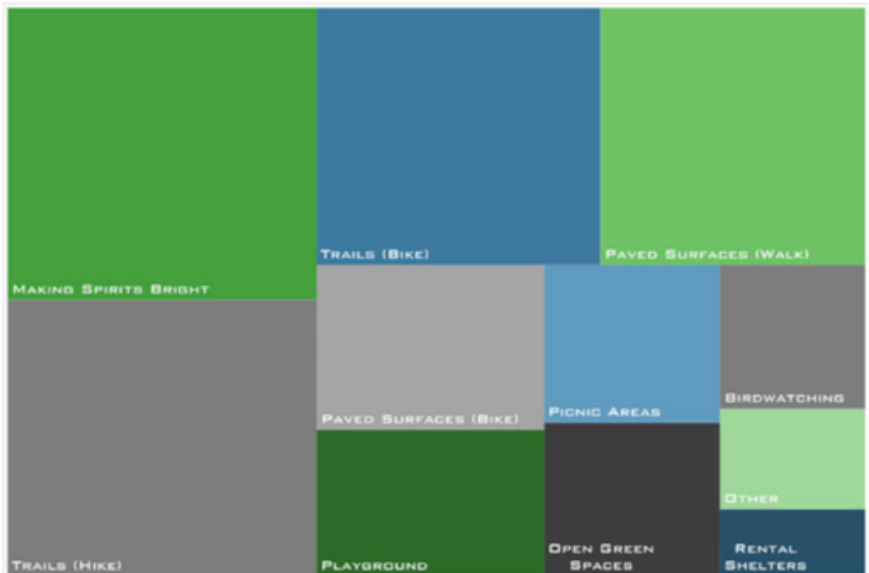
COMMUNITY SURVEY RESULTS

197 ONLINE SURVEY RESPONSES

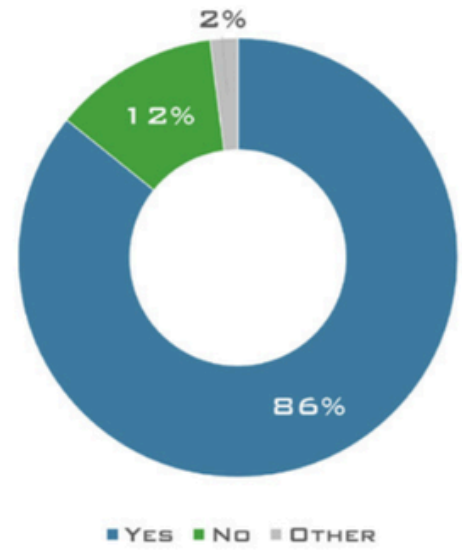
VISITATION FREQUENCY



HOW DO YOU USE THE PARK?



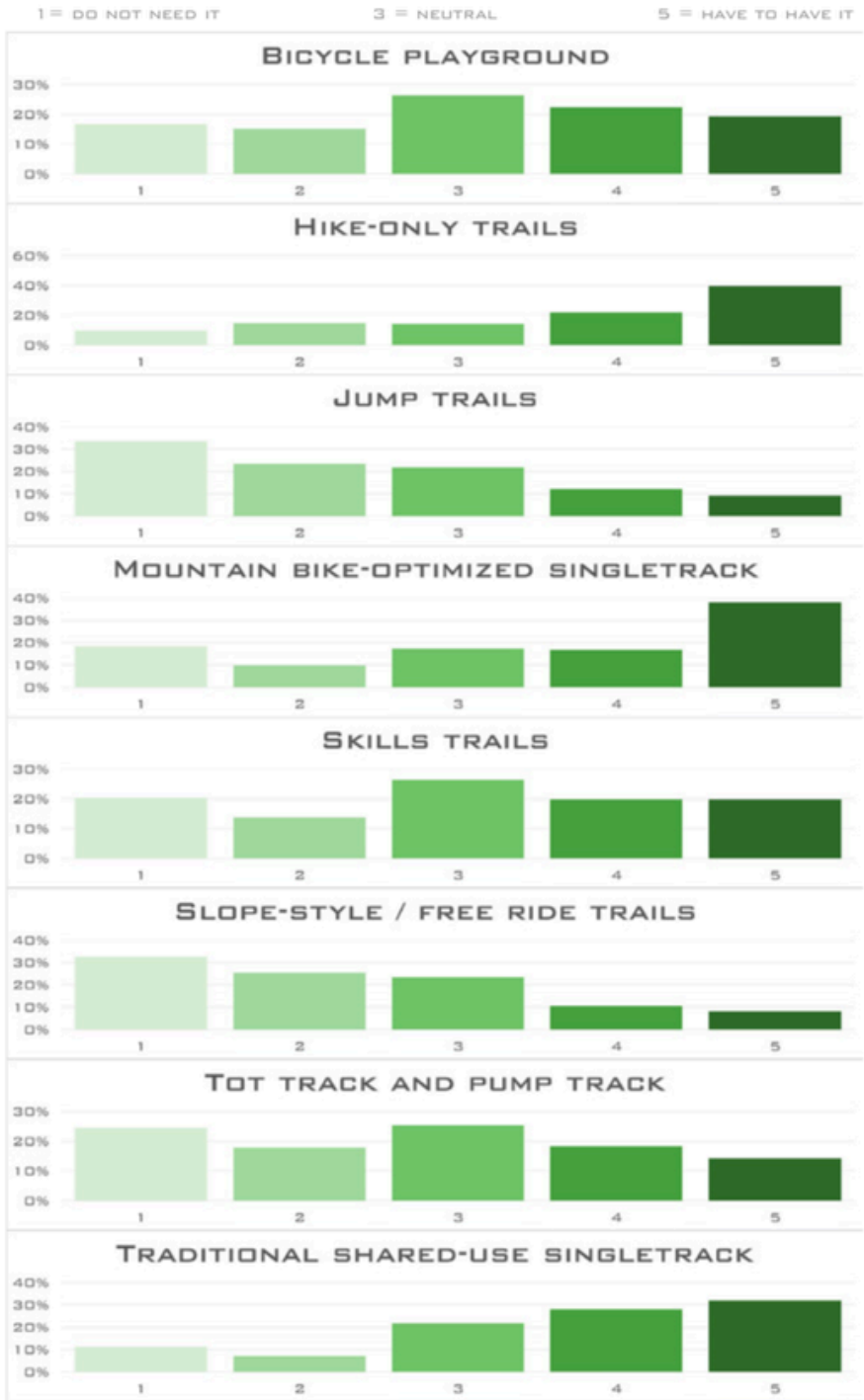
DO YOU RIDE BIKES?



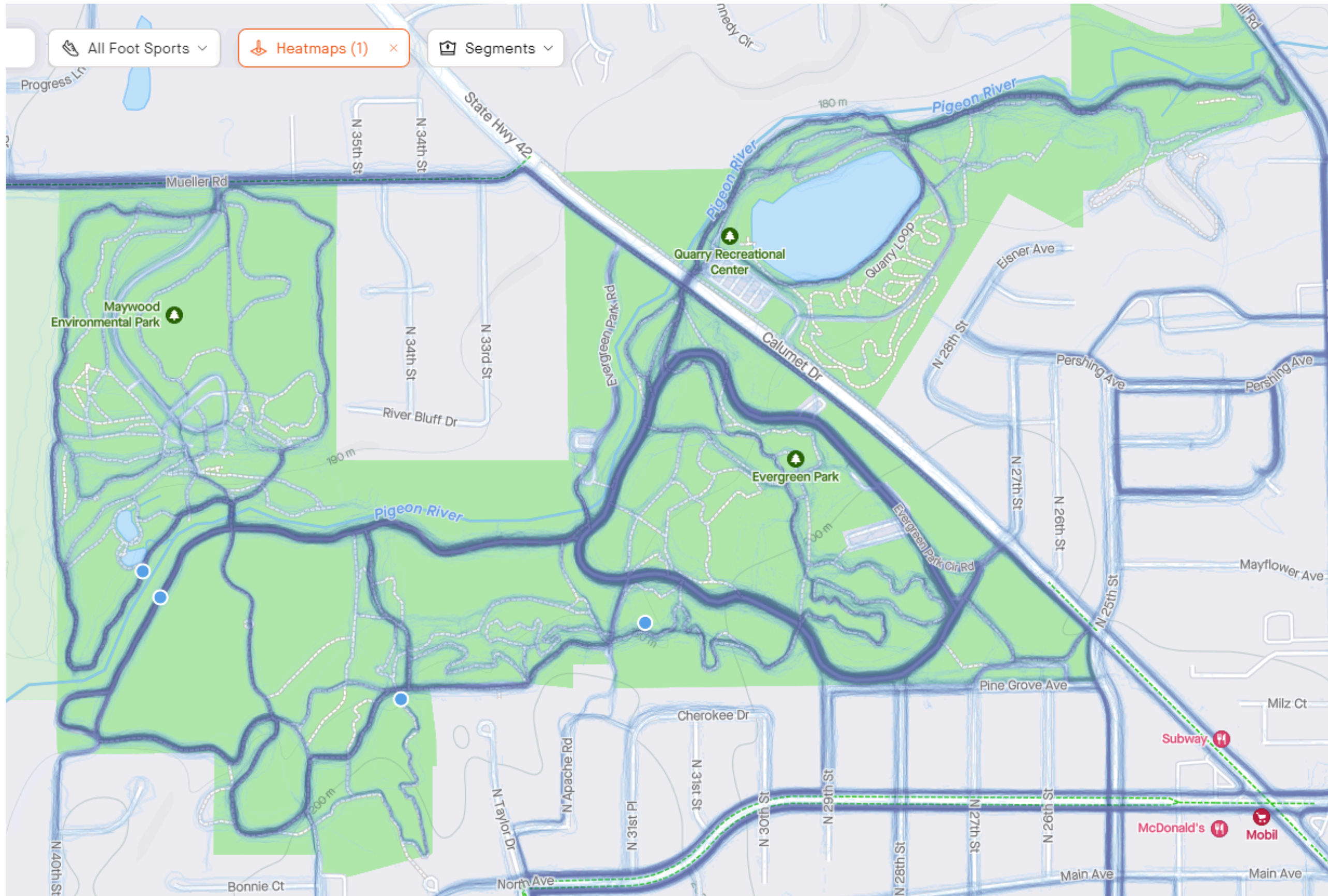
WHERE DO YOU RIDE?



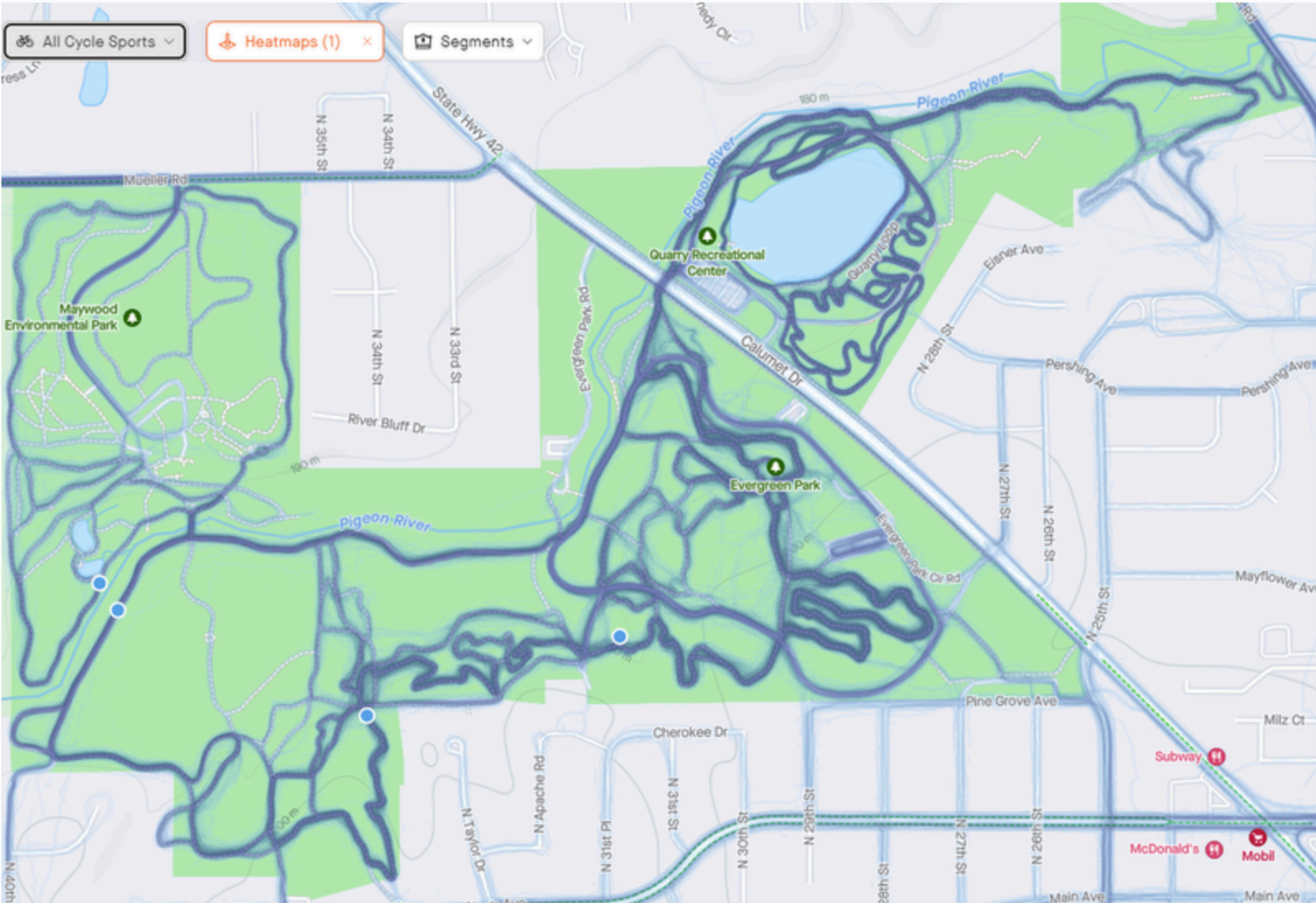
RANK TRAIL AND AMENITY TYPES

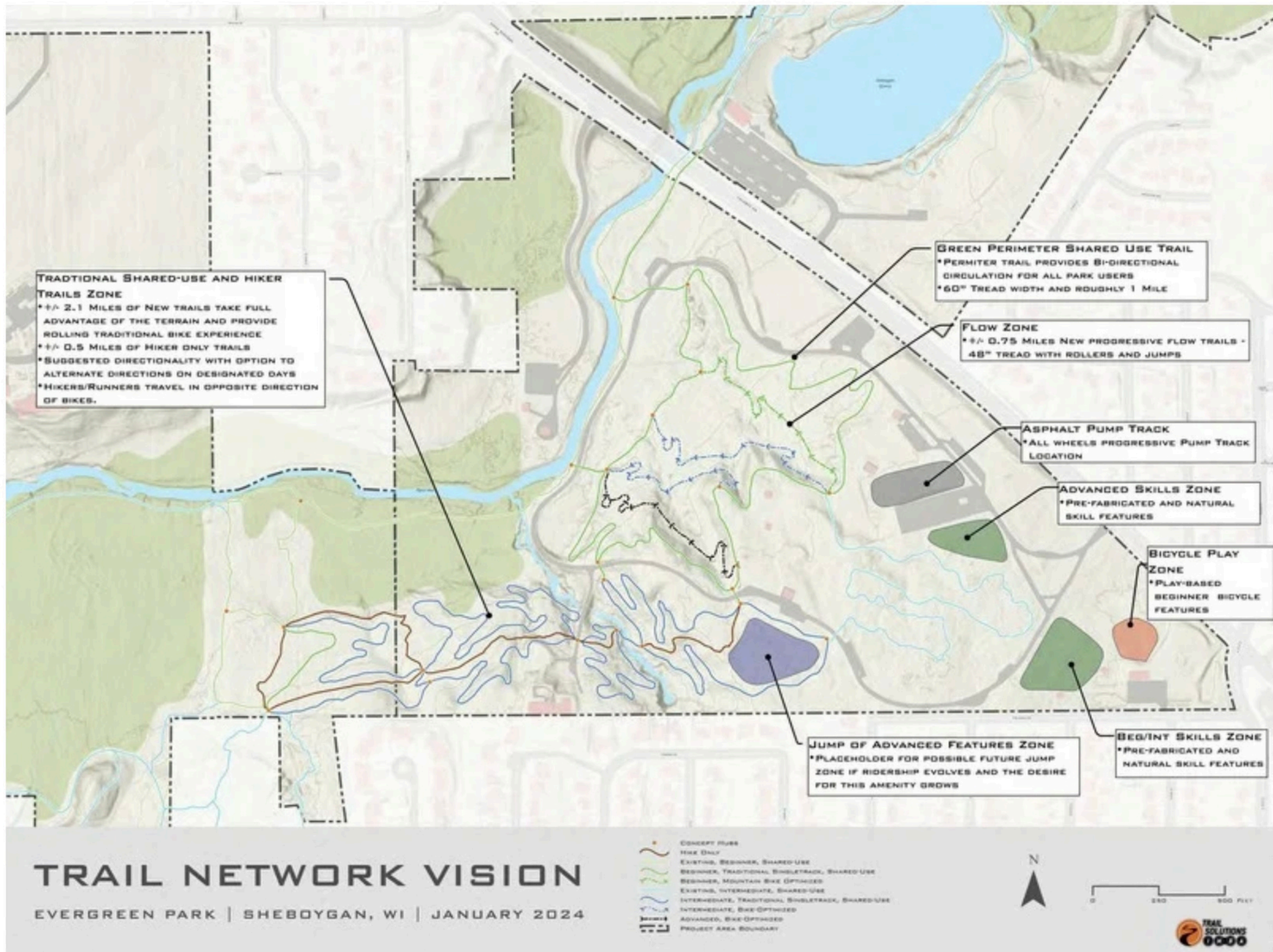


STRAVA REC. FOOT TRAFFIC

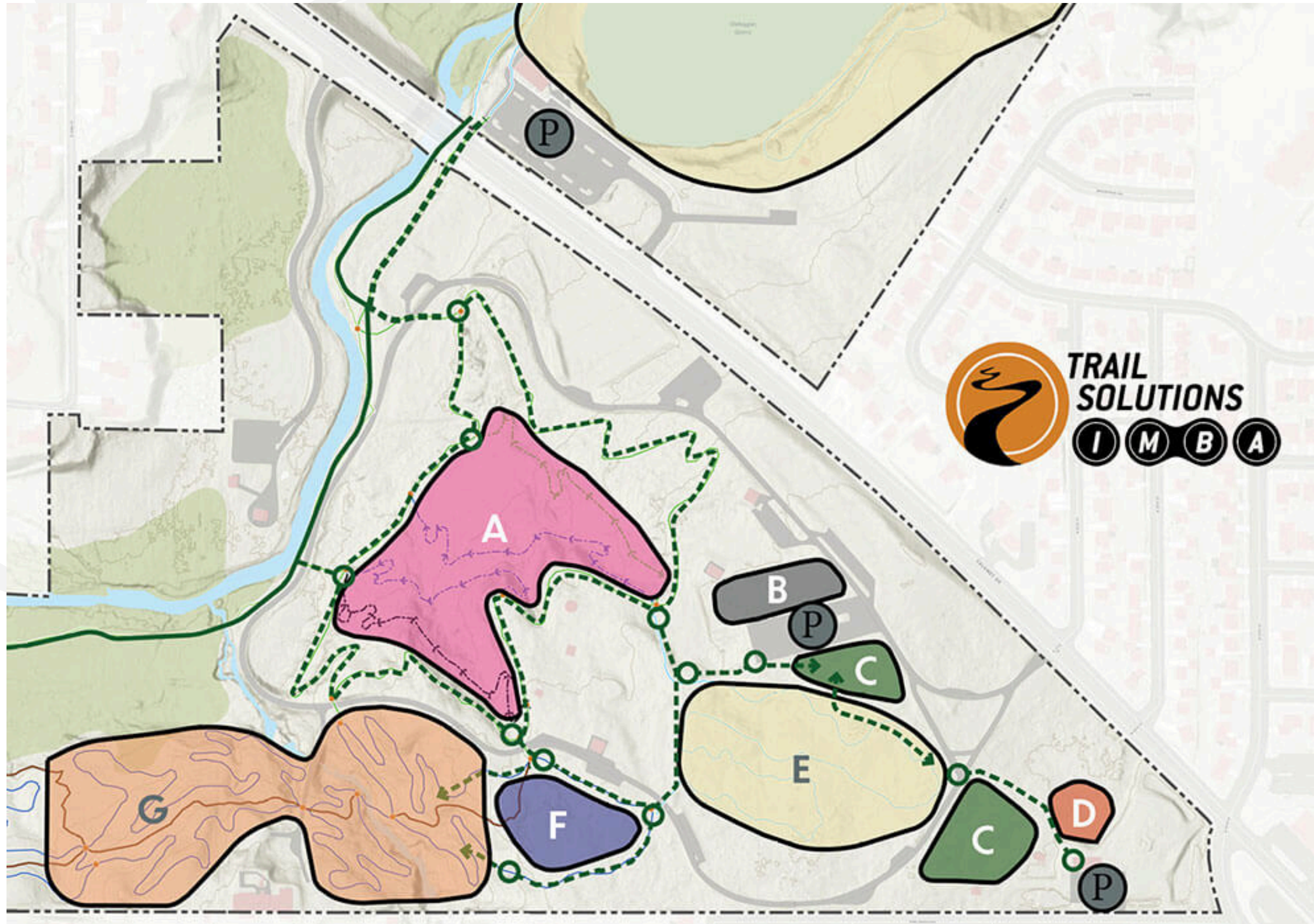


STRAVA REC. CYCLE TRAFFIC





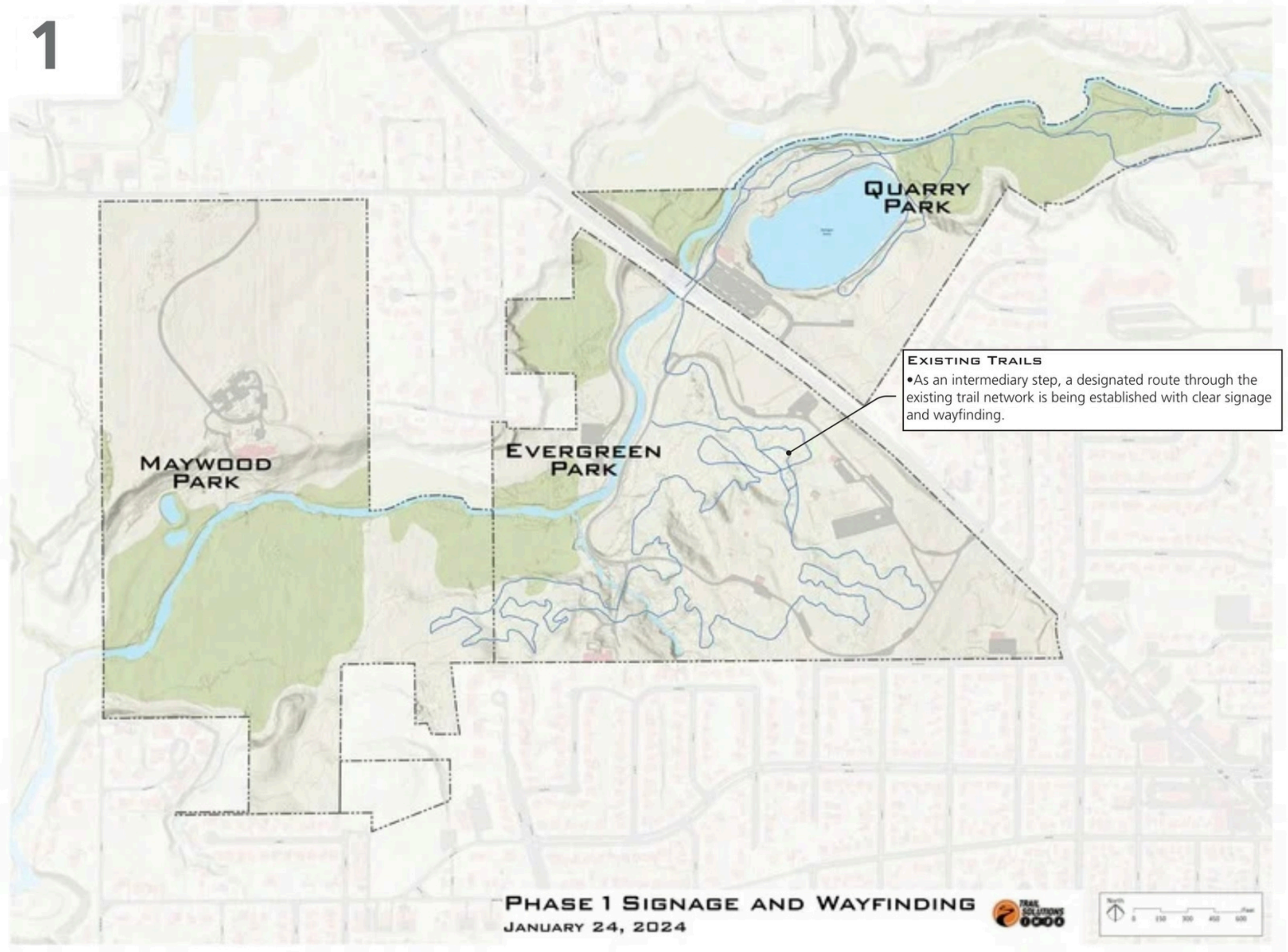
CONCEPT PLAN PROJECT AREA



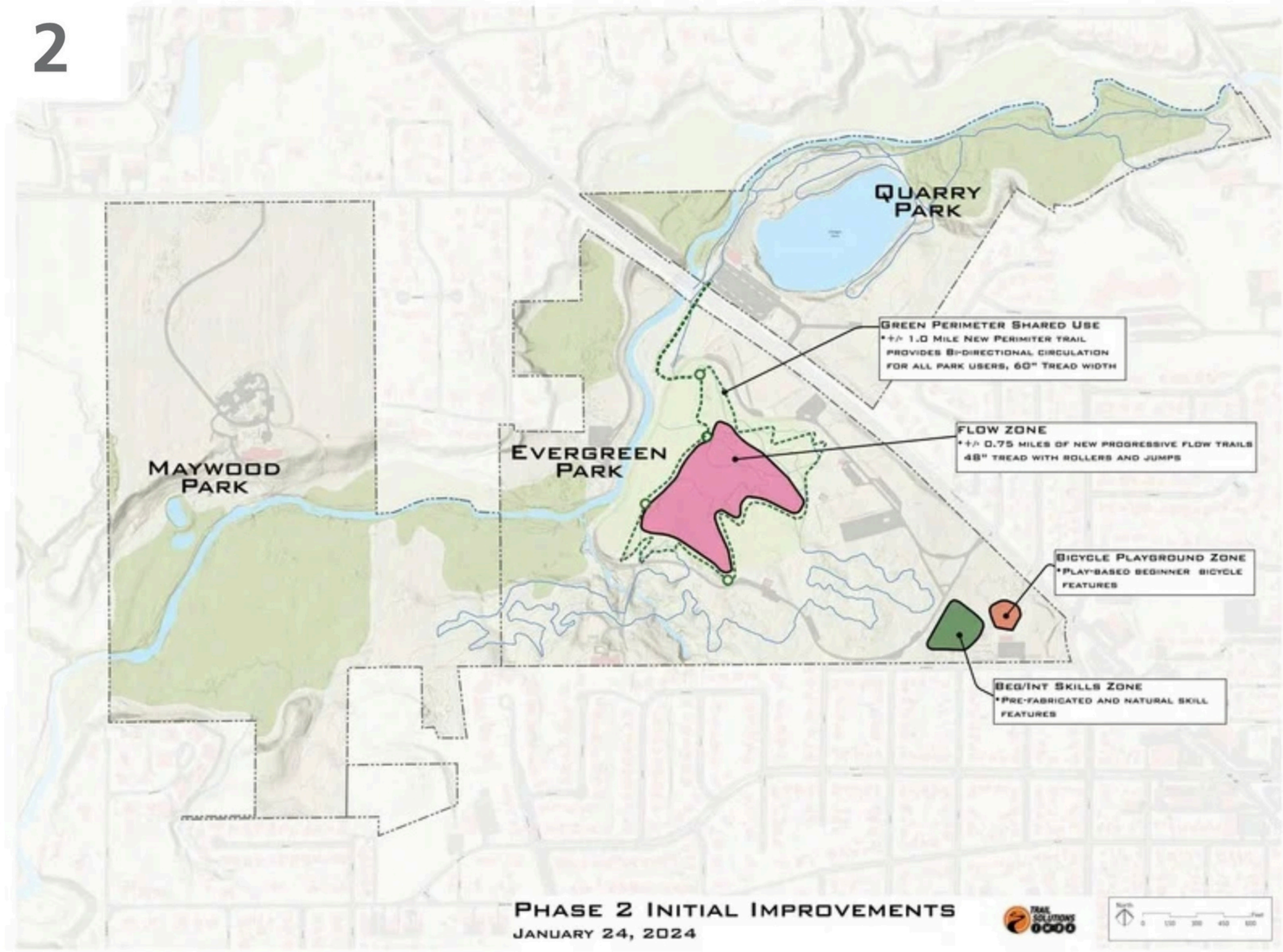
- Shared Use Perimeter Trail
- A Mountain Bike Flow Trails
- B Asphalt Cycle Pump Track
- C Mountain Bike Skill Zones
- D Youth Bicycle Playground
- E NICA* Warmup & Skills Zone
- F Jump & Advanced Features
- G Shared Use & Hiking Trails

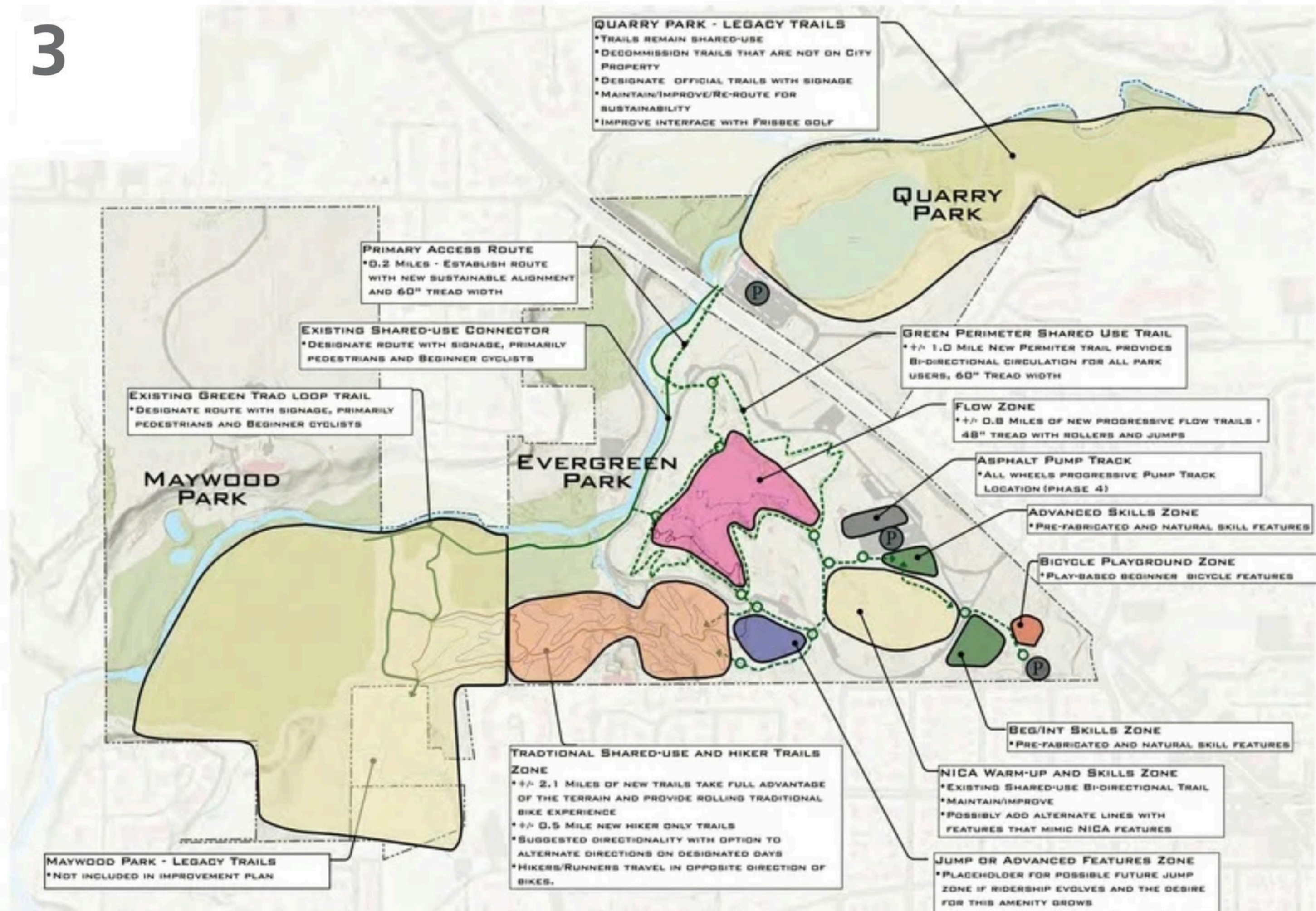
*National Interscholastic Cycling Association Student Athletes

1



2





MILEAGE AND FEATURES PHASE
 JANUARY 24, 2024





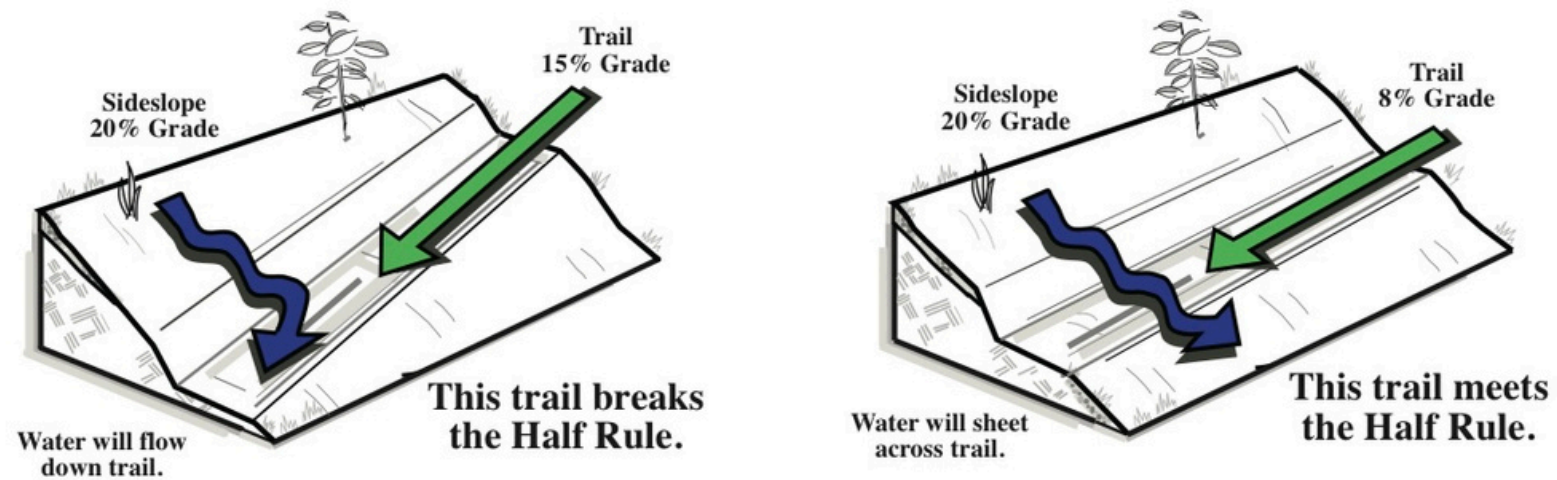






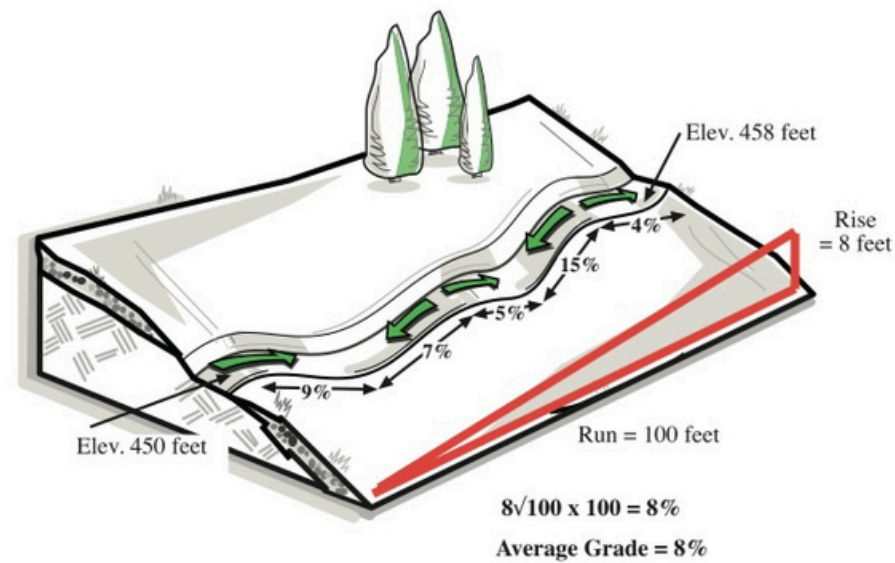
1) The Half Rule

A trail's grade should not exceed half the grade of the hillside or side slope that the trail traverses. If the trail *does* exceed half the side slope, it is considered a "fall-line trail." Water will flow down a fall-line trail rather than run across it, and therefore cause significant rutting and erosion. There are exceptions to this rule, but those types of trails require significant expertise to execute and should be left in the hands of qualified professionals.



2) Average Trail Segment Grade

Historically, the thought has been that an average grade of 10% or less minimizes erosion. This guideline has evolved and while a 10% average or less may be acceptable for an expert-level trail, the industry practices have become more specific to trail difficulty level: Beginner trails range from 0-5% average grade, intermediate trails range from 5-7% average grade, and advanced trails average 7-9% (or higher) grade. Trail segment grades are directly related to the amount of exertion required when climbing, as well as the speeds that can be reached when descending. This is extremely important for planning rider experiences, as an average 7% or higher grade on a climbing trail can be excruciating for a newer, less fit rider and potentially turn them off completely from riding again. The same can be true for having a descent that is too steep for a less-skilled rider, also potentially scaring them away from mountain biking.



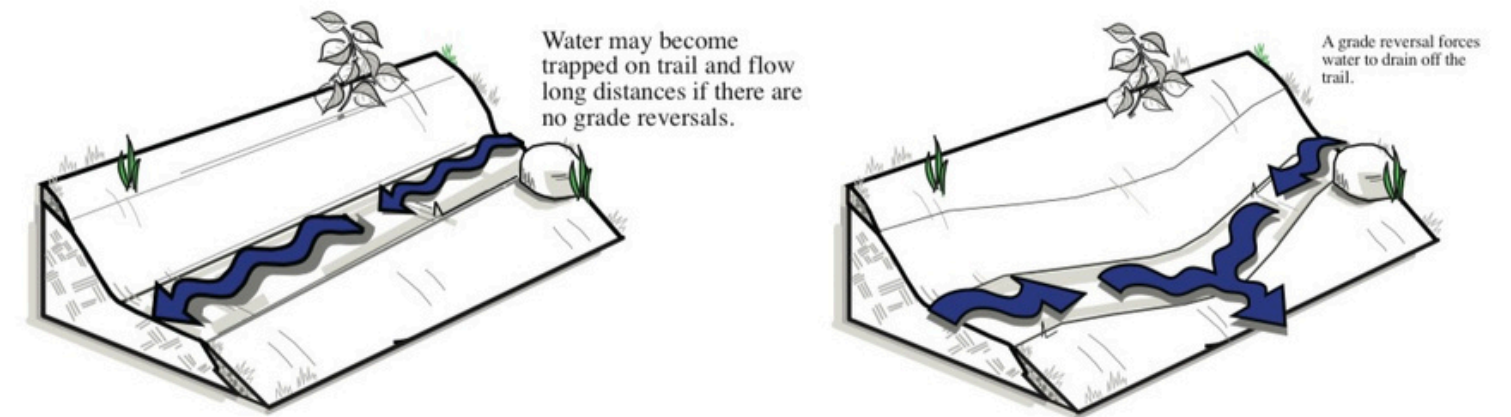
3) Maximum Sustainable Trail Grades

Item 6.

Maximum grade is the steepest section of trail that is more than 10 feet in length. This grade is soil composition dependent, but 15-20% maximum grade is considered typical. These grades can be exceeded if trail tread reinforcement techniques such as rock armoring are used.

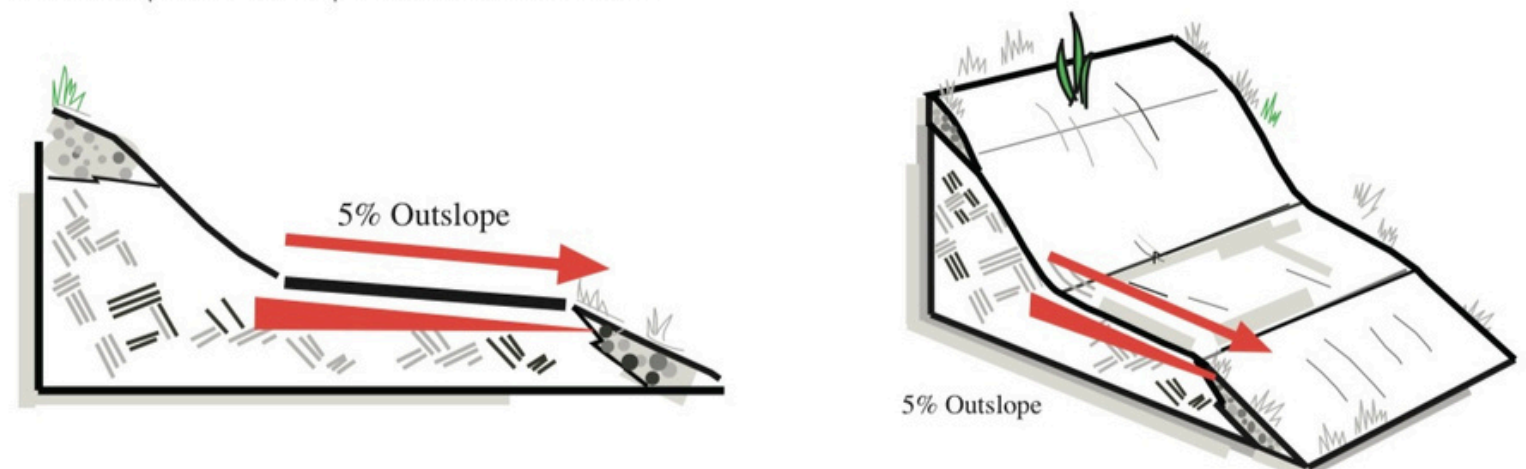
4) Grade Reversals

Grade reversals occur when a trail that is going down (negative grade) transitions into a trail that is going up (positive grade). This results in a low spot on the trail, which is commonly referred to as a drain, because this is where water exits from the trail. Frequent grade reversals every 20 to 100 feet are critical for a healthy trail system to ensure water can flow from the trail as frequently as possible. Grade reversals are also a critical element of the overall user experience.



5) Outslope

As the trail contours across a hillside, the downhill or outer edge of the tread should slope slightly down and away from the inner/high side at about a 5% slope. This tilt is called "outslope," and it encourages water to sheet across and off the trail. Modern mountain bike trail building techniques focus heavily on insloped trails to maximize fun, but still rely on outslope at drains and any part of the trail where an inslope is not required to keep the rider on the trail.



Rolling Contour Trail

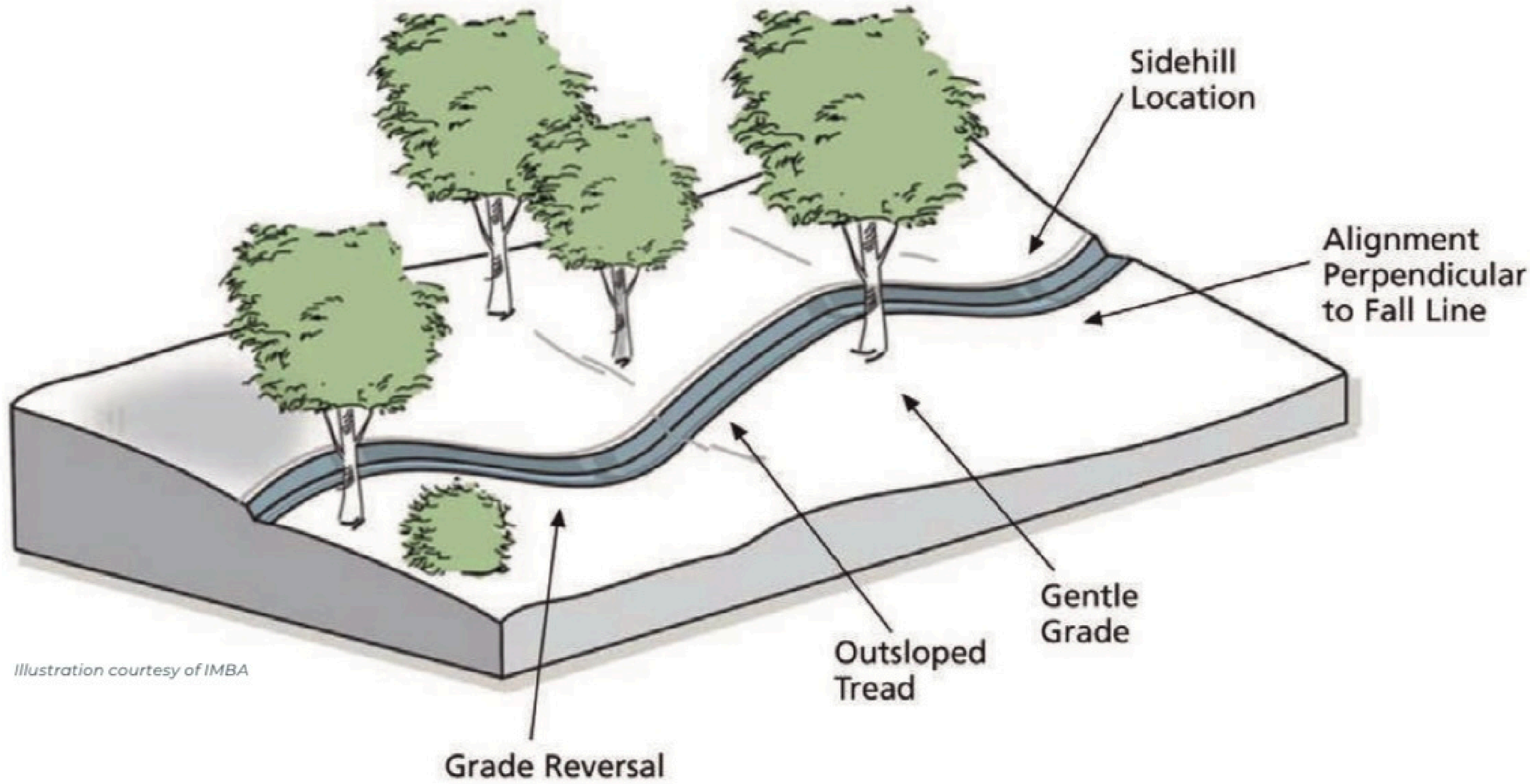


Illustration courtesy of IMBA

Evergreen Bike Park: Phase 1 Signage and Wayfinding

| Item | Description | Cost |
|----------------|--|---------------|
| Bike Amenities | | |
| Signage | Trailhead and wayfinding signs (work underway) | Funded by SCC |

Evergreen Bike Park: Phase 2 Initial Improvements Conceptual Cost Opinion

| Item | Description | Cost |
|--|---|-----------|
| Bike Amenities | | |
| Bike Playground | 350-450 feet with 7-10 features | \$60,000 |
| Beginner / Intermediate Skills Zone | 0.33-mile trail with 13-16 features | \$100,000 |
| Green perimeter shared-use trail and Quarry connection | 1.2 miles - 60" tread width | \$60,000 |
| Flow Trails | 0.8 miles bike optimized flow / features trails | \$80,000 |
| Trail Design Services | | |
| Field flagging of trails | 2.0 miles of trails | \$10,000 |
| Schematic design of bike playground and skills zone | Schematic documents that would support a design build level of construction | \$17,000 |
| Trail and Bike Amenity Implementation costs | | |
| Signage | Main kiosk; wayfinding, information, and bike park amenity signs | \$35,000 |
| Permitting, compliance and monitoring | Various local, state, and/or federal permits | \$6,000 |
| Mobilizations for construction | Cost of mobilizing build team to/from project site | \$10,000 |
| Estimated Phase 2 Bike Park and Trail Construction | | \$378,000 |
| Total Estimated Contingency | | \$22,000 |
| Total Estimated Phase 2 | | \$400,000 |

Notes: This conceptual cost opinion provides a high level opinion of the costs of construction and serves as a tool for planning purposes only. It is expected that actual costs may fluctuate +/-20% from the amounts provided in this cost opinion. The cost opinion does not serve as a bid. Costs for site preparation, utility connections, and stormwater infrastructure are not included in this estimate. Permitting costs assume a variety of local, state, and federal regulations apply (i.e. stormwater, land disturbance, etc.). Construction costs assume professional trail contractors perform the work. Contingency is assumed to allow for adjustments during design and permitting. Cost opinion reflects current prices and does not account for future cost escalation.

| Evergreen Bike Park: Phase 3 Mileage and Features Conceptual Cost Opinion | | |
|---|---|------------------|
| Item | Description | Cost |
| Bike Amenities | | |
| Advanced skills zone | 0.25-mile trail with 10-15 features | \$120,000 |
| NICA warm up and skills zone | Maintenance and improvements | \$25,000 |
| Jump or advanced features zone | 4-5 progressive jump / features lines | \$175,000 |
| Traditional shared-use trails | 2.1 miles traditional machine built singletrack | \$100,000 |
| New shared-use bridge | Construct new bridge at current crossing (traditional shared-use trails) | \$20,000 |
| Hiker only trails | 0.5 mile hiking trails | \$500 |
| Trail Design Services | | |
| Field flagging of trails | 2.6 miles of trails | \$15,000 |
| Design development of advanced skills zone | DD documents that would support a bid and contractor procurement process | \$25,000 |
| Schematic design of jump or advanced features zone | Schematic documents that would support a design build level of construction | \$17,500 |
| Trail and Bike Amenity Implementation costs | | |
| Signage | Main kiosk; wayfinding, information, and bike park amenity signs | \$20,000 |
| Permitting, compliance and monitoring | Various local, state, and/or federal permits | \$18,000 |
| Mobilizations for construction | Cost of mobilizing multiple build teams to/from project site | \$20,000 |
| | Estimated Phase 3 Bike Park and Trail Construction | \$556,000 |
| | Total Estimated Contingency | \$31,000 |
| | Total Estimated Phase 3 | \$587,000 |

| Evergreen Bike Park: Phase 4 Pump Track Conceptual Cost Opinion | | |
|---|--|------------------|
| Item | Description | Cost |
| Bike Amenities | | |
| Asphalt pump track | +/- 18,000 square foot pump track | \$600,000 |
| Trail Design Services | | |
| Design development of pump track | DD documents that would support a bid and contractor procurement process | \$13,000 |
| Bike Amenity Implementation costs | | |
| Signage | Pump track amenity sign | \$2,000 |
| Permitting, compliance and monitoring | Local, state, and/or federal permits | \$5,000 |
| Mobilizations for construction | Cost of mobilizing build team to/from project site | \$10,000 |
| | Estimated Phase 4 Pump Track Construction | \$630,000 |
| | Total Estimated Contingency | \$35,000 |
| | Total Estimated Phase 4 | \$665,000 |

Notes: This conceptual cost opinion provides a high level opinion of the costs of construction and serves as a tool for planning purposes only. It is expected that actual costs may fluctuate +/-20% from the amounts provided in this cost opinion. The cost opinion does not serve as a bid. Costs for site preparation, utility connections, and stormwater infrastructure are not included in this estimate. Permitting costs assume a variety of local, state, and federal regulations apply (i.e. stormwater, land disturbance, etc.). Construction costs assume professional trail contractors perform the work. Contingency is assumed to allow for adjustments during design and permitting. Cost opinion reflects current prices and does not account for future cost escalation.



THANK YOU

AGENDA ITEM MEMORANDUM

DATE: 2/21/2025

TO: Public Works Committee

FROM: Jordan Skiff, Wastewater Superintendent

SUBJECT: Resolution 164-24-25 – Purchase & Installation of Laboratory Cabinets, Countertops and Related Equipment at the Wastewater Treatment Plant

ISSUE

Should the Public Works Committee recommend approval of a contract with Wynn O. Jones & Associates (WJA) at a cost of \$81,809.68?

STAFF RECOMMENDATION

Staff recommends approval.

BACKGROUND/DISCUSSION

This contract is foundational to a wastewater lab upgrade budgeted for this year. Separate smaller contracts are being entered into for mechanical work, floor restoration, asbestos abatement, and plumbing, along with our staff completing electrical work, demolition and painting. All associated work is based on a simple floor plan and scope of work provided at no cost by WJA. WJA's contract is based on a state-let cooperative agreement, ensuring low prices and excellent workmanship and installation experience. Similarly, feedback from other Wisconsin wastewater plants completing similar jobs with WJA has been very positive.

This contract also has significant impact on an HVAC upgrade for our administration building, as both projects involve mechanical equipment, and both require setting up a temporary lab. The HVAC project is expected to be fully underway in June, and ideally the lab upgrade would be done immediately before or after that. Approving the WJA contract keeps the timeline intact.

FUNDING IMPACT

Between preliminary costs anticipated in 2024 and the main construction planned for 2025, \$575,000 was included in the CIP for this project. Due in large part to a cost-effective quote from WJA and their assistance in outlining the scope of work for other disciplines, overall costs are now projected to be much lower than that.

IF APPROVED, NEXT STEPS:

Assuming City Council approves the contract on March 3rd, a purchase order would be issued and WJA would order the cabinets, cupboards, and fume hood as laid out. During the 12-week lead time for this material, we would meet with all the disciplines to arrange for the set-up of a temporary lab and a game plan for the construction to come together. The lab upgrade is projected to be completed by this fall. An annual lab audit by the DNR is anticipated to be done later in the year.



DEPARTMENT OF
PUBLIC WORKS

2026 NEW JERSEY AVE.
SHEBOYGAN, WI
53081

920/459-3440
sheboyganwi.gov

**CITY OF SHEBOYGAN
RESOLUTION 164-24-25**

BY ALDERPERSONS DEKKER AND RAMEY.

FEBRUARY 17, 2025.

A RESOLUTION authorizing the purchasing agent to issue a purchase order for the purchase and installation of laboratory cabinets, countertops, and related equipment for the upgrade and improvement of the laboratory at the Wastewater Treatment Plant.

WHEREAS, the laboratory cabinetry, countertops, sink, and fume hood at the Wastewater Treatment Facility are original to the building and in need of replacement; and

WHEREAS, the Wastewater Treatment Plant included funding in its 2025 budget for upgrades to the laboratory including replacement of the cabinetry, countertops, sinks and fume hood with products designed specifically for use in laboratory settings; and

WHEREAS, the City of Sheboygan Purchasing Ordinance allows for the City to join with other units of government through cooperative purchasing to access contract price discounts of contracts which have been established through competitive bidding; and

WHEREAS, the City intends to make this purchase cooperatively through University of Wisconsin-Madison Contract #23-5846 for the purchase and installation of specialized laboratory furnishings, a copy of which is available at www.vendornet.wi.gov; and

WHEREAS, for avoidance of doubt the contract includes purchase, delivery and installation of the cabinetry and related equipment only. The Wastewater Treatment Plant will arrange separately for removal and disposal of the existing cabinetry as well as connection of the new equipment to electric power, water, sewer and HVAC.

NOW, THEREFORE, BE IT RESOLVED: That the Purchasing Agent is authorized to issue a purchase order to Wynn Jones & Associates of Schofield, Wisconsin for the delivery and installation only of cabinetry, countertops, sinks, and fume hoods with connection of any utilities to be provided by others, for the Sheboygan Wastewater Treatment Plant in the amount of \$81,809.68.

BE IT FURTHER RESOLVED: That the Finance Director is authorized to draw funds to cover the associated expenses with the above project from Account No. 630361-631200 (Wastewater Fund - Building Improvements).

PASSED AND ADOPTED BY THE CITY OF SHEBOYGAN COMMON COUNCIL

_____.

Presiding Officer

Attest

Ryan Sorenson, Mayor, City of
Sheboygan

Meredith DeBruin, City Clerk, City of
Sheboygan



Wynn O. Jones & Associates
754 Alderson Street
Schofield, WI 54476-0318
(715) 359-5196 PH (715) 355-4197 FX

October 28, 2024

Estimate #E40159SG

Sheboygan WWTP
3333 Lakeshore Drive
Sheboygan, WI 53081
Attn: Jordan Skiff – Wastewater Superintendent

Ref: *Quote for Laboratory Casework, Chemical Fume Hood & Related Counters & Accessories*

Dear Jordan: PO REQUESTED 630361-631200 @ 1/21/25
2025 FUNDS

Please find the attached quotation for the Mott Manufacturing laboratory casework and fume hood products that we have been working on together. The pricing summary, in accordance with UW-Madison Contract #23-5846, is as follows:

- Base Price:
We propose to deliver and install the steel lab casework, chemical fume hood assembly, counters, sinks and related fixtures and accessories.

| | |
|-----------------------------|--------------------|
| Delivered Product | \$ 71,249.68 |
| Non-Mechanical Installation | \$ 10,560.00 |
| GRAND TOTAL | \$81,809.68 |

Above prices do not include sales tax charges. Shipping and non-mechanical installation is included. Delivery of the above items can be made after receipt of your purchase order, approved shop drawings, verified field dimensions, finish selections, and a copy of this quotation. I have priced your project to deliver in the March 2025 timeframe. This quote is valid for 15 days. Payment terms are net 30 days.

Clarifications:

1. Mott’s inset steel casework series has been quoted.
2. Worksurfaces to be supplied will be 1” thick, black, phenolic resin (Fundermax) with butt curbs at the locations shown.
3. Epoxy resin sinks and plumbing service fixtures are included. Traps are not included and should be provided by the plumbing contractor.
4. The freestanding safety shower/eye-wash station and the associated in-line tempering valve should be provided by the plumbing contractor if required.
5. Epoxy resin drying racks are included with stainless steel drip troughs.
6. One (1) 96” wide *Pro Restricted Bypass Series* bench top fume hood has been priced. Dished epoxy resin counter, ceiling enclosure and airflow alarm are included. Factory pre-piped and pre-wired services are included.
7. Lab chairs/stools are not included.
8. Keyboard trays and mechanisms are not included.
9. Magnetic LED task lighting is included.

6.c.11

10. Blocking/backing required in building walls is not included and should be provided by the general contractor.
11. Base molding is not included since this is usually provided by the flooring contractor.
12. Demolition and disposal of existing furniture, casework & equipment is not included.
13. Final HVAC, electrical and plumbing connections are not included and should be provided by the appropriate contractor.
14. Electrical raceway, wiring, and electrical/data devices are not included. Island counter pedestal boxes are included.
15. Fume hood exhaust blower, ductwork, duct collar transitions and building wall exhaust grilles are not included and should be provided by the HVAC contractor.
16. Non-mechanical installation is included and will be performed by a factory certified installation crew in one phase.
17. We assume a working elevator will be made available to us for use during the installation phase of this project. We have not included the cost of supplying temporary hoisting or lifting.
18. Mott's standard finish colors and cabinet hardware options are included. Wire pulls and 5-knuckle door hinges to be stainless steel. All drawer slides to be full extension and have the soft close feature. Casework components and fume hood base & accent color to be: Steel Gray #693185; as confirmed at our 10/24/24 meeting.



Jordan, I would like to thank you for your interest in Mott Manufacturing's laboratory casework and fume hoods. [www.mott.ca] [www.wynnjones.com] Your business is very important to Wynn O. Jones & Associates. If you should have any questions or need further clarification, please do not hesitate to call me at 715-877-2544.

Sincerely,

Steve Gillett
Wynn O. Jones & Associates



AGENDA ITEM MEMORANDUM

DATE: 2/20/2025

TO: Public Works Committee

FROM: Kevin Jump, PE – City Engineer

SUBJECT: Resolution 167-24-25 – Purchase of Wetland Mitigation Credits

ISSUE

Should the Public Works Committee recommend signing the presented agreement and the purchase of Wetland Mitigation Credits for the development of the Gartman Farm Property?

STAFF RECOMMENDATION

Staff recommends approval to sign the agreement and to purchase the necessary credits.

BACKGROUND/DISCUSSION

The city of Sheboygan has been moving towards development of the Gartman Farm and Poth Farm Properties for several years. Within the past year, the city has contracted with a consultant to assist city staff with design of the improvements, this included contracting for a wetland delineation.

The wetland delineation identified several small wetlands on the site. During the design, four of these wetlands were identified as being impacted by the proposed development. The proposed project will impact approximately 0.39 acres (16,988 square feet) of wetland. The wetland identified is “Review Areas” on the attached map will be impacted by the development.

The U.S. Army Corps of Engineers (USACE) has issued a jurisdictional determination on October 4, 2024, declaring these four wetlands as non-federally jurisdictional wetlands. In short, this means that these wetlands are not subject to federal oversight by the USACE.

A wetland that is not adjacent to a navigable waterway and does not have a significant nexus to it may be considered non-jurisdictional. In addition, some wetlands may be exempt from regulation under certain circumstances, such as if they are used for agricultural purposes.

The determination of a non-jurisdictional wetland streamlines the process of mitigating these wetlands.

Working with the Wisconsin DNR and Sheboygan County, the city is able to mitigate the wetlands at Sheboygan County’s Amsterdam Dunes wetland mitigation bank located in the Town of Holland. This wetland mitigation bank allows municipalities, business, and individuals to purchase wetland credits.

According to state statute, non-federal wetland impacts in urban areas between 10,000 square feet and 1 acre (43,560 square feet) per parcel are eligible for exemption but require the purchase of wetland mitigation credits to compensate for the wetland losses. These impacts will require the following wetland mitigation requirements:

Total non-federal wetland impact on the parcel = 16,988 square feet.
 16,988 square feet – 10,000 square feet (non-federal reduction) = 6,988 square feet.
 6,988 square feet X 1.2: 1 ratio = 8,385.6
 8,385.6/43,560 = 0.19 mitigation credits required



DEPARTMENT OF
PUBLIC WORKS

2026 NEW JERSEY AVE.
SHEBOYGAN, WI
53081

920/459-3440
sheboyganwi.gov



AGENDA ITEM MEMORANDUM (CONT.)

The cost to purchase wetland credits for these wetlands are \$100,000 per acre. Sheboygan County provides a 30% discount to other municipalities in Sheboygan County.

$$((0.19 \text{ credits} \times \$100,000/\text{credit}) \times 0.7) = \underline{\$13,300}$$

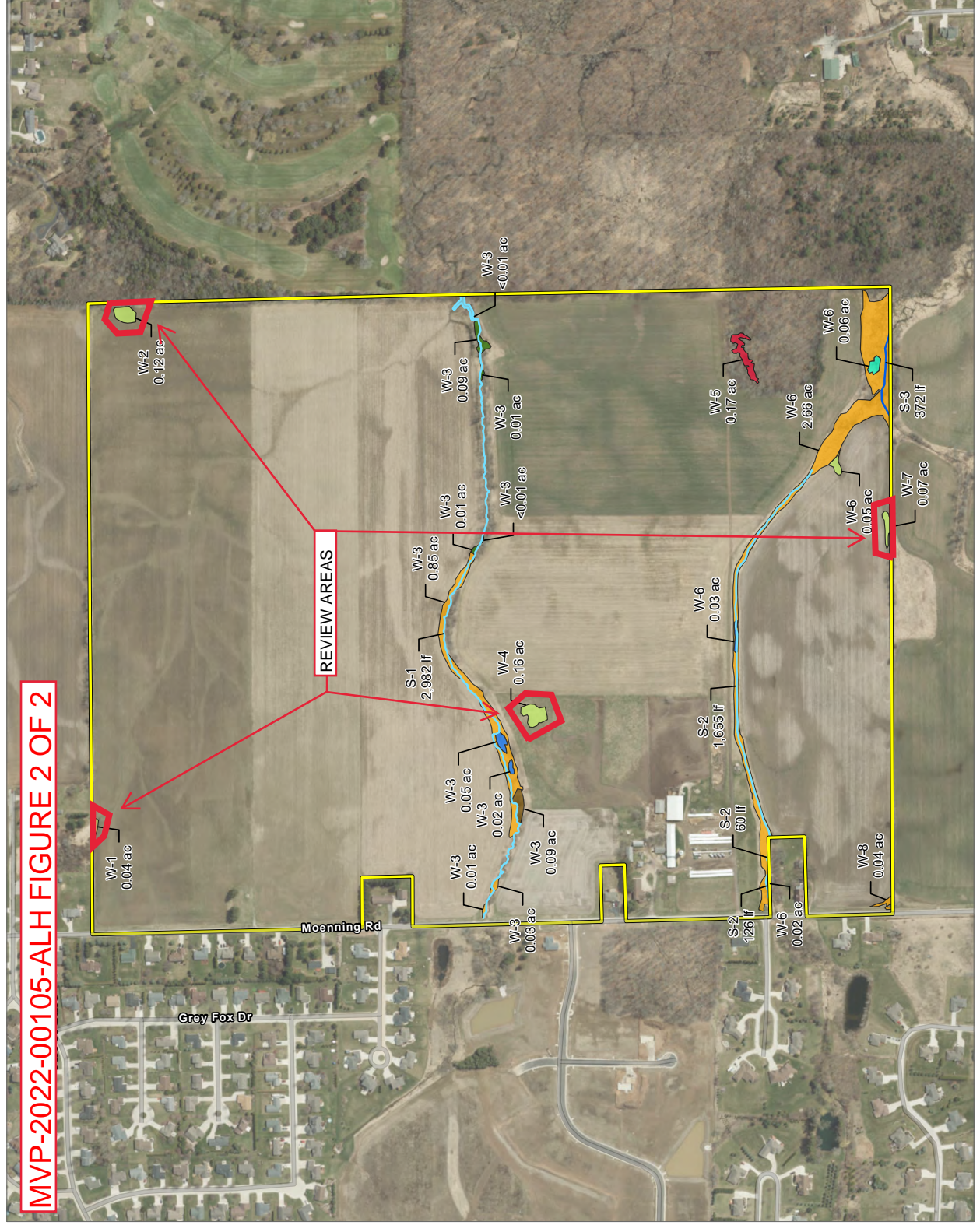
The other identified wetlands on the property will be protected and will not be disturbed.

FUNDING IMPACT

The cost (\$13,300) is included in the improvement costs associated with TID 23. A budget amendment is not required.

IF APPROVED, NEXT STEPS:

Upon approval, obtain signatures, return signed documents to Sheboygan County, and send payment to Sheboygan County.

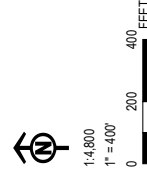


MVP-2022-00105-ALH FIGURE 2 OF 2

- STUDY AREA
- TRC DELINEATED STREAM
- INTERMITTENT STREAM
- PERENNIAL STREAM
- TRC DELINEATED WETLAND
- FLOODPLAIN FOREST WETLAND
- FRESH WET MEADOW WETLAND
- HARDWOOD SWAMP WETLAND
- SHRUB-CARR WETLAND
- SEDGE MEADOW WETLAND
- SEASONALLY FLOODED BASIN/FARMED WETLAND
- SHALLOW MARSH WETLAND

**WETLANDS TO BE INCLUDED
IN APPROVED
JURISDICTIONAL REVIEW
DETERMINATION**

NOTES:
1. BASE MAP IMAGERY FROM ESRI WORLD IMAGERY, APRIL, 2022.
2. WETLAND DELINEATION COMPLETED APRIL 23-30, 2024.



| | | | |
|--------------|--|--|--|
| PROJECT: | | FOTH INFRASTRUCTURE AND ENVIRONMENT, LLC | |
| DRAWN BY: | | E. DOJUMA PROJ. NO.: 591152 | |
| CHECKED BY: | | H. BEEDIE | |
| APPROVED BY: | | A. LARSEN | |
| DATE: | | MAY 2024 | |
| TITLE: | | WETLAND DELINEATION OVERVIEW MAP | |
| SHEET NO.: | | EXHIBIT A | |

TRC
6737 W WASHINGTON ST.
SUITE 3400
WEST ALLIS, WI 53212
PHONE: 262.879.1212
F. FILE: 591152_WOR590X

Item 8.

**CITY OF SHEBOYGAN
RESOLUTION 167-24-25**

BY ALDERPERSONS DEKKER AND RAMEY.

FEBRUARY 17, 2025.

A RESOLUTION authorizing execution of a Wetland Credit Agreement and Affidavit of Credit Purchase on behalf of the City regarding the purchase of wetland credits at the Gartman subdivision project.

RESOLVED: That the appropriate City officials are hereby authorized to execute the Wetland Credit Agreement and Affidavit of Credit Purchase, copies of which are attached hereto, relating to the purchase of wetland credits from Sheboygan County at a total cost of \$13,300.

BE IT FURTHER RESOLVED: That the Finance Director is hereby authorized and directed to draw on Account No. 423660-621200 (TID 23 Fund – Land Improvements) in payment of same.

PASSED AND ADOPTED BY THE CITY OF SHEBOYGAN COMMON COUNCIL

_____.

Presiding Officer

Attest

Ryan Sorenson, Mayor, City of Sheboygan

Meredith DeBruin, City Clerk, City of Sheboygan

WETLAND CREDIT AGREEMENT

THIS WETLAND CREDIT AGREEMENT (hereinafter referred to as “Agreement”) is made and entered into this _____ day of _____, 2025, (the “Effective Date”) by and between **SHEBOYGAN COUNTY** (hereinafter referred to as “Seller”) and **CITY OF SHEBOYGAN** (hereinafter referred to as “Purchaser”);

RECITALS

WHEREAS, Purchaser has applied to the U. S. Army Corps of Engineers (“USACOE”) and/or the Wisconsin Department of Natural Resources (“WDNR”) for a permit to allow for the permanent discharge of fill material for a new subdivision in the City of Sheboygan, Wisconsin Project ((6,988 sq ft x 1.2:1 ratio)/43,560) = 0.19 Wet Meadow Wetland Credits), in Sheboygan County, Wisconsin (hereinafter referred to as “Project”). The Project Numbers assigned by the USACE and/or WDNR are MVP-2022-00105-ALH and EXE-SE-2024-60-03417 respectively; and

WHEREAS, as a condition to the issuance of a permit by the USACE and/or WDNR, Purchaser is required to compensate for said wetland impacts, and elects to do so through the purchase of wetland credits in the Seller’s Amsterdam Dunes Wetland Mitigation Bank (“Wetland Bank”); and

WHEREAS, the USACE and/or WDNR have determined that Purchaser shall be required to purchase a total of 0.19 wet meadow credits due to the proposed impacts resulting from the development of the Project;

AGREEMENT

NOW, THEREFORE, for and in consideration of the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which are hereby mutually acknowledged, it is agreed as follows:

- 1) **RECITALS**: The recitals are hereby incorporated herein by this reference.
- 2) **COMPENSATION**: Purchaser shall, subject to the terms and conditions hereinafter provided, pay to the Seller the sum of Thirteen Thousand Three Hundred dollars (\$13,300 hereinafter referred to as the “Purchase Price”) for 0.19 Wet Meadow Wetland Credits in the Wetland Bank. The Purchase Price shall be paid in the following manner:
 - a) **PAYMENT OF PURCHASE PRICE**: Within thirty (30) days of the execution of this Agreement, Purchaser shall pay Seller the Purchase Price as stated herein, or \$13,300. All payments hereunder shall be made to SHEBOYGAN COUNTY TREASURER. Upon payment of the Purchase

Price, Seller shall notify the USACE and WDNR that Purchaser has secured 0.19 acres of Wet Meadow Wetland Credits from the Wetland Bank.

b) **INCREASE OR DECREASE IN REQUIRED AMOUNT OF CREDITS:** Should the wetland credits required by the USACE and WDNR be increased or decreased from the time of Agreement execution to the time Purchase Price has been paid, the Agreement shall be modified to reflect an adjusted Purchase Price based on the same price per acre as originally set out in this Agreement, if Seller has such credits available.

3) **SELLER'S PERFORMANCE INDEMNITY:** In consideration of the Purchase Price, Seller affirms that it has sufficient wetland credits in the Wetland Bank to satisfy the wetland credits required by Purchaser and hereby does sell such credits to Purchaser. Purchaser shall have no obligation to perform any of the responsibilities of the Seller, or satisfy any other obligations of Seller now or hereafter as set forth by the USACE or WDNR in the development and maintenance of the Wetland Bank.

4) **NOTICES:** Any notices required or permitted hereunder shall be sufficiently given if delivered by overnight courier, by United States mail, return receipt requested, or by facsimile to the parties hereto as follows:

If to Seller: Sheboygan County Planning and Conservation Department
 Attn: Planning Director
 508 New York Avenue
 Sheboygan, WI 53081
 Phone: (920) 459-3060

If to Purchaser: City of Sheboygan
 Attn: Kevin Jump, City Engineer
 2026 New Jersey Avenue
 Sheboygan, WI 53081
 Phone: 920-459-3440

Any notice given pursuant hereto by overnight courier shall be effective as of delivery; any notice given pursuant hereto by First Class United States mail, return receipt requested, shall be effective as of the third business day following its posting, and any notice given pursuant hereto by facsimile shall be effective as of receipt of a confirmation by the sending party.

5) **PRIOR AGREEMENTS:** This Agreement shall supersede any and all prior understandings and agreements between the parties hereto, whether written or oral, with respect to the subject matter hereof and may be amended only by a written instrument executed by or on behalf of both Seller and Purchaser.

6) **APPLICABLE LAW AND VENUE:** Sellers and Purchaser shall be contractually bound to this Agreement, which shall be governed by the laws of the state of Wisconsin and subject to the requirements of any applicable federal laws or regulations. Changes in federal, state, or local laws, which might have otherwise impacted this Agreement, shall not be enforced retroactively after execution of this Agreement. Any action to enforce the terms of this Agreement shall be brought in Sheboygan County, Wisconsin.

7) **SUCCESSORS AND ASSIGNS:** This Agreement shall inure to the benefit of and be binding upon the successors and assigns of Seller and Purchaser, as the case may be, and their respective successors and assigns. Neither party hereto shall assign any interest hereunder without the prior written approval of the other party.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the day and year first above written.

PURCHASER:

CITY OF SHEBOYGAN

By: _____

Its: _____

SELLER:

SHEBOYGAN COUNTY

By: _____

Its: _____

AFFIDAVIT OF CREDIT PURCHASE - Amsterdam Dunes Mitigation Bank

| Applicant Information | |
|--|---|
| Name: | City of Sheboygan |
| Address: | 2026 New Jersey Avenue, Sheboygan, WI 53081 |
| Phone: | 920-459-3440 |
| Contact Name/Number: | Kevin Jump, 920-459-3440 |
| Project Summary | |
| Brief Project Description | Permanent discharge of fill material for a new subdivision in the City of Sheboygan |
| Acres of Wetland Impact by Wetland Cover Type | 0.19 Wet Meadow Acres |
| Permit numbers from all agencies requiring mitigation | MVP-2022-00105-ALH and EXE-SE-2024-60-03417 |
| Location of Wetland Impacted | |
| County | Sheboygan |
| BSA | NW Lake Michigan |
| Latitude/Longitude | Lat 43.691, Long -87.736 |
| Township/Range & 1/4-1/4 Section | Section 10, Town 14N, Range 23E |
| Compensation Details | |
| Replacement Ratio by wetland cover type | 16,988 sq ft - 10,000 sq ft (non-fed reduction) = 6,988 sq ft 6,988 sq ft x 1.2:1 ratio = 8,385.6 sq ft 8,385.6 sq ft/43,560 sq ft = 0.19 mitigation credits required |
| Number of credits of each wetland cover type being purchased | 0.19 Wet Meadow Credits |

1. I certify the City of Sheboygan has purchased 0.19 wetland compensatory mitigation credits from the Amsterdam Dunes Wetland Mitigation Bank.

Applicant Signature

Date

2. I certify that the Amsterdam Dunes Wetland Mitigation Bank has sold 0.19 wetland compensatory mitigation credits to City of Sheboygan and that such debit has been noted in the bank's accounting system.

Bank Sponsor Signature

Date

AGENDA ITEM MEMORANDUM

DATE: 2/20/2025

TO: Public Works Committee

FROM: Kevin Jump, PE – City Engineer

SUBJECT: Resolution 169-24-25 – Commerce Street Vacation

ISSUE

Should the Public Works Committee recommend vacating the Commerce Street right-of-way?

STAFF RECOMMENDATION

Staff recommends approving vacating the right-of-way.

BACKGROUND/DISCUSSION

The city of Sheboygan has been working with a developer to construct housing on the former Mayline Property and a Developer's Agreement with Riverview District LLC was already approved by the Common Council (Res. 117-24-25). There are two parts to the right-of-way vacation presented here. These areas are shown on the attached exhibit.

The first part of this request is to vacate the current Commerce Street right-of-way between Pennsylvania Avenue and New York Avenue. The city has also purchased property in order to relocate Commerce Street between Pennsylvania Avenue and New York Avenue. In the near future another resolution will be presented to formally establish the new right-of-way and establish the property available for development, which will include the existing right-of-way.

The second part of this request is to vacate the Commerce Street right-of-way between Wisconsin Avenue and Niagara Avenue. Commerce Street in this location is no longer required by the city. The existing public and private utilities within this section of Commerce Street will remain in place and will not need to be relocated.

FUNDING IMPACT

No immediate impact.

IF APPROVED, NEXT STEPS:

- Appropriate documents will be recorded with Sheboygan County.
- A Certified Survey Map will be presented for Common Council review and approval to establish the new Commerce Street right-of-way and establish the property available for development.

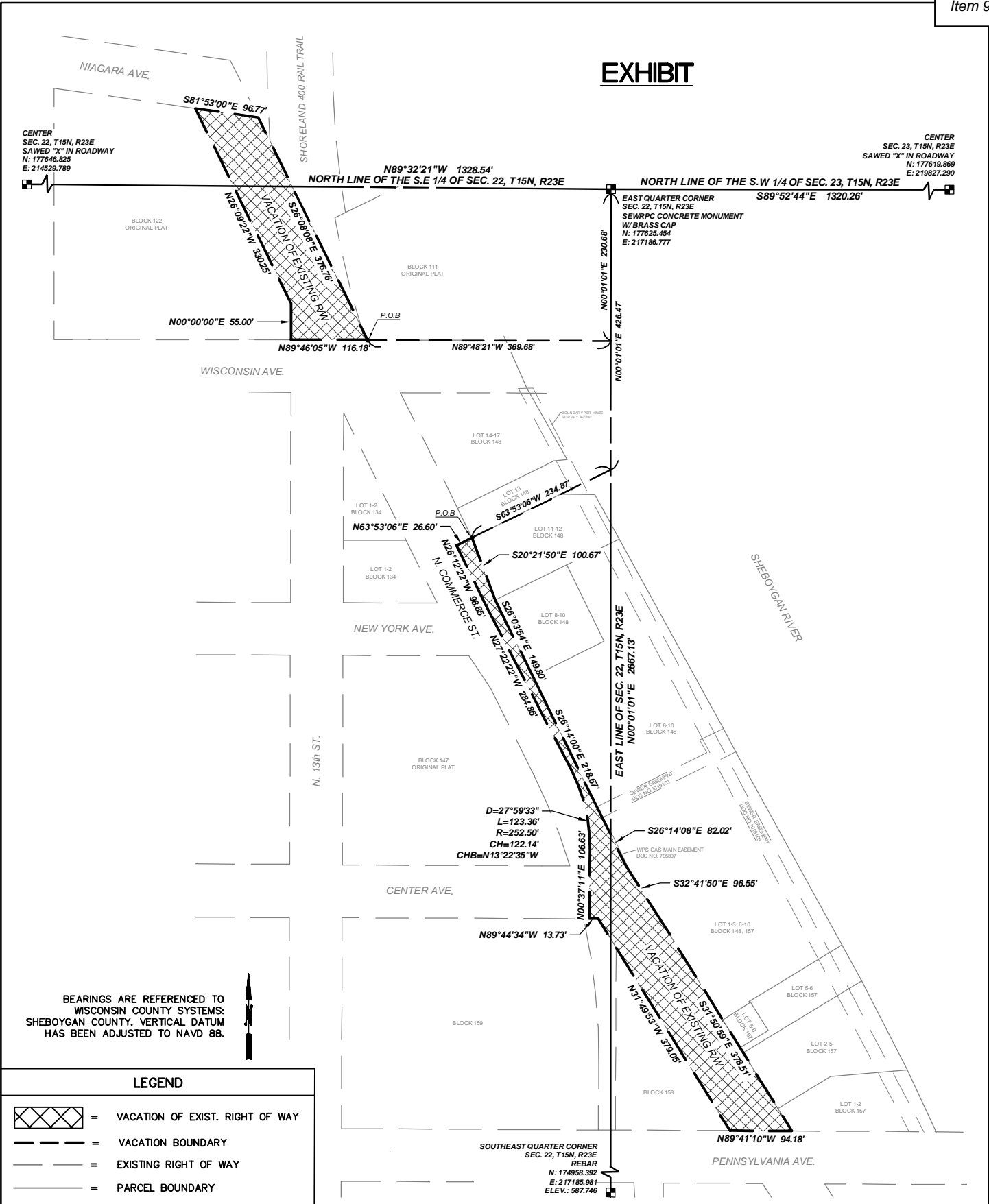


DEPARTMENT OF
PUBLIC WORKS

2026 NEW JERSEY AVE.
SHEBOYGAN, WI
53081

920/459-3440
sheboyganwi.gov

EXHIBIT



BEARINGS ARE REFERENCED TO WISCONSIN COUNTY SYSTEMS: SHEBOYGAN COUNTY. VERTICAL DATUM HAS BEEN ADJUSTED TO NAVD 88.

LEGEND

- = VACATION OF EXIST. RIGHT OF WAY
- = VACATION BOUNDARY
- = EXISTING RIGHT OF WAY
- = PARCEL BOUNDARY

kapur
 788 N. JEFFERSON ST. #900
 MILWAUKEE, WI 53202
 kapurinc.com

VACATION OF EXISTING RIGHT OF WAY

N. COMMERCE ST., SHEBOYGAN, WI 53081

| | |
|------------|------------------|
| REVISIONS: | DATE: 12/02/2024 |
| 1 12/02/24 | SCALE: 1" = 200' |
| | SHEET NUMBER: |
| | 1 of 2 |

DRAWN: BS

EXHIBIT

LEGAL DESCRIPTION

PART OF THE RIGHT OF WAY FOR NORTH COMMERCE STREET ADJACENT TO BLOCKS 148, 157, AND 158, ORIGINAL PLAT FOR THE CITY OF SHEBOYGAN, LOCATED IN THE SE1/4 OF THE NE1/4 AND THE NE1/4 OF THE SE1/4 OF SECTION 22, ALSO THE SW1/4 OF THE SW1/4 OF SECTION 23 IN TOWN 15 NORTH, RANGE 23 EAST, IN THE CITY OF SHEBOYGAN, SHEBOYGAN COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SEC. 22, T15N, R23E; THENCE S00°01'01"W ON AND ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 22, 426.47 FEET; THENCE S63°53'06"W 234.87 FT TO A POINT ON THE EAST LINE OF NORTH COMMERCE, SAID POINT BEING THE POINT OF BEGINNING; THENCE S20°21'50"E ON AND ALONG THE EAST LINE OF NORTH COMMERCE STREET 100.67 FEET; THENCE S26°03'54"E ON AND ALONG SAID EAST LINE 149.80 FEET; THENCE S26°14'00" ON AND ALONG SAID EAST LINE 218.67 FEET; THENCE S26°14'08"E 82.02 FEET; THENCE S32°41'50"E ON AND ALONG SAID EAST LINE 96.55 FEET; THENCE S31°50'59"E ALONG SAID EAST LINE 378.51 FEET TO A POINT AT THE INTERSECTION OF THE EAST LINE OF NORTH COMMERCE STREET AND THE NORTH LINE OF PENNSYLVANIA AVENUE; THENCE N89°41'10"W ON AND ALONG THE EXTENSION OF THE NORTH LINE OF SAID PENNSYLVANIA AVENUE 94.18 FEET TO THE INTERSECTION WITH THE WEST LINE OF NORTH COMMERCE STREET; THENCE N31°49'53"W ON AND ALONG SAID WEST LINE 379.05 FEET TO THE INTERSECTION OF THE SOUTH LINE OF CENTER AVENUE; THENCE N89°44'34"W ON AND ALONG THE SOUTH LINE OF CENTER STREET 13.73 FEET; THENCE N00°37'11"E 106.63 FEET TO A POINT OF CURVE TO THE LEFT HAVING A RADIUS OF 252.50 FEET AND A CHORD BEARING N13°22'35"W 122.14 FEET; THENCE ALONG THE ARC OF SAID CURVE 123.36 FEET TO A POINT; THENCE N27°22'22"W 284.86 FEET TO A POINT; THENCE N26°12'22"W 98.85 FEET; THENCE N63°53'06"E 26.60 FEET TO THE POINT OF BEGINNING. SAID LAND CONTAINING APPROXIMATELY 46,483.4 SQ. FT. OR 1.07 ACRES.

ALSO

COMMENCING AT THE EAST QUARTER CORNER OF SECTION 22, T15N, R23E; THENCE S00°01'01"W ON AND ALONG THE EAST LINE OF SECTION 22, 230.68 FEET; THENCE N89°48'21"W 369.68 FEET TO A POINT BEING THE INTERSECTION OF THE EAST LINE OF NORTH COMMERCE STREET AND THE NORTH LINE OF WISCONSIN AVENUE, SAID POINT BEING THE POINT OF BEGINNING; THENCE N89°46'05"W 116.18 FEET TO THE INTERSECTION OF THE WEST LINE OF NORTH COMMERCE STREET AND THE NORTH LINE OF WISCONSIN AVENUE; THENCE N00°00'00"E ON AND ALONG THE WEST LINE OF NORTH COMMERCE STREET 55.00 FEET TO A POINT ON SAID WEST LINE; THENCE N26°09'22"W ALONG SAID WEST LINE 330.25 FEET; THENCE S81°53'00"E 96.77 FEET TO A POINT ON THE EAST LINE OF NORTH COMMERCE STREET: THENCE S26°08'08"E ON AND ALONG THE EAST LINE OF NORTH COMMERCE STREET 376.76 FEET TO THE POINT OF BEGINNING: SAID LANDS CONTAINING APPROXIMATELY 31,444.3 SQ. FT. OR 0.72 ACRES.



VACATION OF EXISTING RIGHT OF WAY

N. COMMERCE ST., SHEBOYGAN, WI 53081

| | |
|------------|------------------|
| REVISIONS: | DATE: 12/02/2024 |
| 1 | 12/02/24 |
| | SCALE: |
| | SHEET NUMBER: |
| | 2 of 2 |

DRAWN: BS

**CITY OF SHEBOYGAN
RESOLUTION 169-24-25**

BY ALDERPERSONS DEKKER AND RAMEY.

FEBRUARY 17, 2025.

A RESOLUTION vacating and discontinuing portions of North Commerce Street in the City of Sheboygan.

WHEREAS, pursuant to Wis. Stat. § 66.1003(4), the Common Council of the City of Sheboygan (the “Common Council”) declares that the public interest requires the vacation and discontinuance of the portions of North Commerce Street in the City of Sheboygan described and shown in the attached Exhibit A (the “Discontinued Property”); and

WHEREAS, the vacation and discontinuance of the Discontinued Property will not result in a landlocked parcel of property; and

WHEREAS, this Resolution was first introduced before the Common Council on February 17, 2025 (the “Resolution Introduction Date”); and

WHEREAS, the hearing on the passage of this Resolution is not less than forty (40) days after the Resolution Introduction Date; and

WHEREAS, a Lis Pendens was filed with the Register of Deeds for Sheboygan County on February 14, 2025, giving notice of the pendency of the application to vacate the Discontinued Property; and

WHEREAS, a Notice of Hearing was duly published in *The Sheboygan Press* on March 7, 2025, March 14, 2025, and March 21, 2025, a copy of said Notice was served more than thirty (30) days prior to the hearing on the passage of this Resolution in the manner prescribed by law on the owners of all of the frontage of the lots and lands abutting upon the Discontinued Property or a waiver of notice thereof was received; and

WHEREAS, a public hearing was held before the Common Council on April 2, 2025 at 6:00 p.m. in the Sheboygan City Hall Council Chambers, 828 Center Avenue, Sheboygan, Wisconsin; and

WHEREAS, [no written objection to said discontinuance and vacation as set forth in Wis. Stat. § 66.1003(4)(c) has been filed with the City Clerk/a written objection to said discontinuance and vacation was filed with the City Clerk as set forth in Wis. Stat. § 66.1003(4)(c), but at least two-thirds (2/3) of the members of the Common Council have voted in favor of said discontinuance and vacation].

NOW, THEREFORE, BE IT RESOLVED: That, in accordance with the authority vested in the City of Sheboygan by Wis. Stat. § 66.1003, and because the public interest requires it, the Common Council hereby vacates and discontinues the Discontinued Property.

PASSED AND ADOPTED BY THE CITY OF SHEBOYGAN COMMON COUNCIL

_____.

Presiding Officer

Attest

Ryan Sorenson, Mayor, City of Sheboygan

Meredith DeBruin, City Clerk, City of Sheboygan

EXHIBIT A
LEGAL DESCRIPTION OF VACATION AND DISCONTINUANCE

PART OF THE RIGHT OF WAY FOR NORTH COMMERCE STREET ADJACENT TO BLOCKS 148, 157, AND 158, ORIGINAL PLAT FOR THE CITY OF SHEBOYGAN, LOCATED IN THE SE1/4 OF THE NE1/4 AND THE NE1/4 OF THE SE1/4 OF SECTION 22, ALSO THE SW1/4 OF THE SW1/4 OF SECTION 23 IN TOWN 15 NORTH, RANGE 23 EAST, IN THE CITY OF SHEBOYGAN, SHEBOYGAN COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SEC. 22, T15N, R23E; THENCE S00°01'01"W ON AND ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 22, 426.47 FEET; THENCE S63°53'06"W 234.87 FT TO A POINT ON THE EAST LINE OF NORTH COMMERCE, SAID POINT BEING THE POINT OF BEGINNING; THENCE S20°21'50"E ON AND ALONG THE EAST LINE OF NORTH COMMERCE STREET 100.67 FEET; THENCE S26°03'54"E ON AND ALONG SAID EAST LINE 149.80 FEET; THENCE S26°14'00" ON AND ALONG SAID EAST LINE 218.67 FEET; THENCE S26°14'08"E 82.02 FEET; THENCE S32°41'50"E ON AND ALONG SAID EAST LINE 96.55 FEET; THENCE S31°50'59"E ALONG SAID EAST LINE 378.51 FEET TO A POINT AT THE INTERSECTION OF THE EAST LINE OF NORTH COMMERCE STREET AND THE NORTH LINE OF PENNSYLVANIA AVENUE; THENCE N89°41'10"W ON AND ALONG THE EXTENSION OF THE NORTH LINE OF SAID PENNSYLVANIA AVENUE 94.18 FEET TO THE INTERSECTION WITH THE WEST LINE OF NORTH COMMERCE STREET; THENCE N31°49'53"W ON AND ALONG SAID WEST LINE 379.05 FEET TO THE INTERSECTION OF THE SOUTH LINE OF CENTER AVENUE; THENCE N89°44'34"W ON AND ALONG THE SOUTH LINE OF CENTER STREET 13.73 FEET; THENCE N00°37'11"E 106.63 FEET TO A POINT OF CURVE TO THE LEFT HAVING A RADIUS OF 252.50 FEET AND A CHORD BEARING N13°22'35"W 122.14 FEET; THENCE ALONG THE ARC OF SAID CURVE 123.36 FEET TO A POINT; THENCE N27°22'22"W 284.86 FEET TO A POINT; THENCE N26°12'22"W 98.85 FEET; THENCE N63°53'06"E 26.60 FEET TO THE POINT OF BEGINNING. SAID LAND CONTAINING APPROXIMATELY 46,483.4 SQ. FT. OR 1.07 ACRES.

ALSO

COMMENCING AT THE EAST QUARTER CORNER OF SECTION 22, T15N, R23E; THENCE S00°01'01"W ON AND ALONG THE EAST LINE OF SECTION 22, 230.68 FEET; THENCE N89°48'21"W 369.68 FEET TO A POINT BEING THE INTERSECTION OF THE EAST LINE OF NORTH COMMERCE STREET AND THE NORTH LINE OF WISCONSIN AVENUE, SAID POINT BEING THE POINT OF BEGINNING; THENCE N89°46'05"W 116.18 FEET TO THE INTERSECTION OF THE WEST LINE OF NORTH COMMERCE STREET AND THE NORTH LINE OF WISCONSIN AVENUE; THENCE N00°00'00"E ON AND ALONG THE WEST LINE OF NORTH COMMERCE STREET 55.00 FEET TO A POINT ON SAID WEST LINE; THENCE N26°09'22"W ALONG SAID WEST LINE 330.25 FEET; THENCE S81°53'00"E 96.77 FEET TO A POINT ON THE EAST LINE OF NORTH COMMERCE STREET; THENCE S26°08'08"E ON AND ALONG THE EAST LINE OF NORTH COMMERCE STREET 376.76 FEET TO THE POINT OF BEGINNING; SAID LANDS CONTAINING APPROXIMATELY 31,444.3 SQ. FT. OR 0.72 ACRES.

